CANADA'S NATIONAL RAILWAYS AND THE WAR

CANADA'S NATIONAL RAILWAYS
THEIR PART IN THE WAR

Form 168

WESTERN UNION
TELEGRAM
THEO. N. VAIL, PRESIDENT

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GENERAL PASSENGER AGENT I.C.R.,MONCTON N.B.

PLEASE ARRANGE FOR IMMEDIATE RETURN   TO LOCAL HEADQUARTERS OF

DETACHMENTS FOURTH PRINCEEDWARDISLAND   HEAVY ARTILLERY XX

NOW ENROUTE FROM MONCTON TO MONTREAL.

ADJUTANT GENERAL.

1920

The first official advice to the railway authorities at Moncton, N.B., that Canada ... war.

Canada's National Railways

Their Part in the War.

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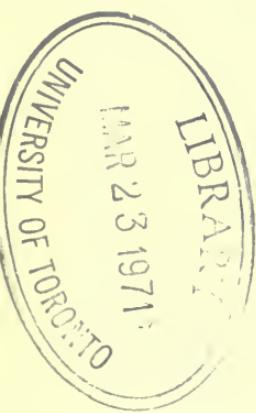
PREFACE

The story of the Great War (1914-1918) has already passed into the volumes of history and there are many pages dealing with Canada's part in the fray, telling mostly of her exploits in the field and the valor and courage of her soldiers, which all true Canadians feel cannot be too greatly emphasized or too highly praised. Yet we would not forget the splendid part played by "Canada-at-home" during those crucial years—of those who remained to keep the wheels of industry whirring night and day, those who planted and garnered the grain and the mighty organizations within the country, that kept the business of the nation running smoothly and efficiently while thousands and thousands of the finest of her manhood, at the call of duty, poured out of the country to the amphitheatre of the conflict.

Among these organizations within the country, there were probably none which had a greater burden thrust upon them than the Railways of Canada. For, on them fell the task of carrying men from the north, the south, the east. and the west—from every nook and corner of this vast country to our Atlantic seaports that they might sail away to the Great Adventure. They were carried by thousands, week after week, and month after month, and still the call came that more be sent within as short a period of time as possible, and the steel rails, up and down, and across Canada, literally sang to the tune of war as one long heavy train after another rushed along with its precious burden of human freight and its heavy loads of munitions, steel, foodstuffs, clothing and other commodities contributed by the Dominion. With the end of hostilities, shipload after shipload of war-scarred heroes landed at the Altantic ports. Sometimes several thousands a week came and had to be transported by rail to their homes as speedily as possible.

The task was a herculean one. It meant that each and every member of the great railway organizations had to put all his energy into the task of the hour and be ready for any call whether it came by night or day in order that the system might measure up to what the nation expected of it. It meant a hundred and one things that the general public has never realized.

And, so that the Archives of the Past may hold a permanent and tangible record of the contribution of the Railways of Canada, in the Great War, and that employes of the "National" lines may realize that their efforts during the stress and strain of the war years have not been forgotten, this little volume is presented to the public by the Canadian National Railways with the hope that it may be of special interest to "Young Canada".

MINISTERS PROMINENT IN CANADA'S WAR CABINET

1. Sir Robert Laird Borden, Premier of Canada. 2. Major-General the Hon. Sir Sam Hughes, Minister of Militia. 3. Major-General the Hon. Sydney Chilton Mewburn, who succeeded Sir Sam Hughes as Minister of Militia. 4. The Hon. John Dowsley Reid, M.D., Minister of Railways and Canals.

CANADA'S NATIONAL
RAILWAYS
THEIR PART IN THE WAR

Up and down the railways of Canada, particu- larly along that busy stretch from Montreal to Halifax and St. John, which was the spout of the funnel through which the great volume of men and supplies poured forth, the end of the war left a long line of men, tired with effort and anxiety; men with more gray hairs than they used to have, with a little more stoop to the shoulders and a few more lines of care on their faces; men all the way from the head office to the lonely cabin of the section man, who sat back with a sigh of relief and exclaimed: "Thank God, that's the last of the troop trains."

The particular effort of Canada's national railways, though it went to further the military purpose, was mainly a civilian achievement, and, for that reason, may possibly be less certain of securing permanent record than are the great deeds of our soldiers. It has seemed desirable, therefore, that a brief history of the work done by Canadian National Railways during the war-years should be

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embodied in permanent form, as an historical
record and for the benefit of the coming genera-
tions whose pride and interest in this great na-
tional undertaking, it is well to enlist.

Only the consciousness of an ardent and patri-
otic task well performed could ever adequately
repay the railway men of Canada for the strenu-
ous and anxious days and nights which they spent
during the war. Indeed this work continued long
after hostilities ceased because some of the hard-
est work which the transportation companies per-
formed was during demobilization, with the safe-
ty and comfort of half a million men, many of
them invalids, entrusted to their care.

MOBILIZATION

That fateful
Sunday.

The first intimation to the Canadian National
Railways that the system might be called upon
to fulfill that military function which was initially
one of the main reasons for the construction of
the Intercolonial Railway wholly through Can-
adian territory, came on that fateful Sunday,
August 2nd, 1914—the memorable day when a
solemn hush pervaded the whole world, while men
waited to know whether for the British Empire it
should be peace or war. On that day, a message
was received by the Passenger Traffic Manager

at Moncton from Brigadier-General Biggar, Ottawa, asking that two trains with artillerymen and guns, on their way from Prince Edward Island to Petawawa Camp should be turned back. This was promptly arranged. Great Britain had declared war; and Canada was in it. For the five years following, the two officials representing the Department of Militia and the government railways were in constant communication.

Within a few days following the outbreak of A Mysterious Message. war, the services of the road were actively engaged in the transportation of troops—probably the first troops moved in Canada during the war. A wireless message had been received at Halifax stating that Glace Bay was being bombarded by a German war-ship and asking for help. There is a mystery about that message which has never been solved. It was apparently never sent from any wireless station in Canada; and the surmise of naval men is that it came from the German wireless station in the United States, and was flashed forth in the hope that the British cruisers known to be in the vicinity of New York would be lured away to the help of Glace Bay, and thus give German ships in the United States ports a chance to get to sea. The message was a ''fake'', as events proved; but men and guns were rushed

over the Canadian Government Railways to the Strait of Canso and to Sydney.

In those early days many precautionary measures were taken by the Railways in the way of armed patrols, etc., which it was found unnecessary to continue, although it was subsequently discovered that plots to wreck important Canadian Railway structures existed. Fortunately these were not successfully carried out. At the outset, however, there was a scramble for rifles for Bridge Watchmen, and a considerable expense was incurred on this account.

Very soon began that general movement of troops from East and West towards Valcartier, in preparation for the sending of the first expeditionary force to France. After the despatch of the first contingent from Gaspe, the work of embarkation was concentrated at Halifax and St. John, mainly at the former port. The Canadian Pacific Railway was not available for this work at that time. The road runs through the State of Maine; and the United States was still a neutral. The passage of troops or munitions through its territory would have been technically an act of war. So, for the first two and a half years of the war, troops from all parts of Canada were handled exclusively by the Canadian Government Rail-
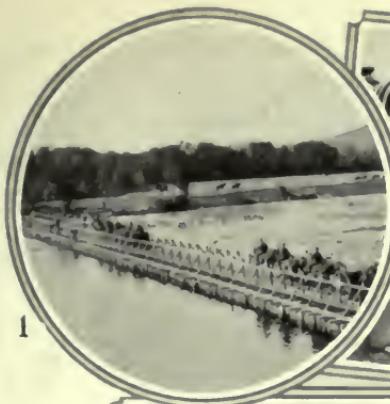
SCENES AT VALCARTIER CAMP.

1.—An Artillery Pontoon.   2.—Practising Rifle Shooting.   3.—One of the Heavy
Artillery Guns.   4.—Fatigue Duty.   5.—Artillery on the March.

ways, on the last long leg of their railway journey to the port of embarkation at Halifax.

The troops brought from the west were delivered to the Intercolonial Railway—as it then was —at Montreal. After the United States entered the war, the line of the Canadian Pacific Railway to the seaboard became available but its services were never called upon extensively east of Montreal. The Quebec Bridge, and the Transcontinental Railway between Quebec and Moncton, played an important part, as providing an alternate route, or second track, between the points named.

The Canadian Government Railways from Montreal to Halifax and St. John, now included in the Canadian National Railways System, have been compared to the spout of a great funnel, through which poured a vast and, as it appeared to those in charge, a never ending stream of men and supplies. Some years ago, a great Canadian railway man pointed out that one of the defects of our transportation system was that, as he put it, "the hopper was too large for the spout" hence when traffic was poured into the hopper in great volume, there was liable to be congestion. The Canadian Government Railways section of the Canadian National System served as the outlet

The Great Quebec Bridge which was completed during the war and which played an important part in the transport of troops. This bridge is the connecting link between the lines of the Canadian National Railways North and South of the River St. Lawrence.

for half a million men, hauled from all parts of Canada, (and latterly even from the United States), by other Canadian railroads, or recruited along its own lines.

A new demand on the Railways.   All of the Canadian railways were absolutely new to the work of military transport in any serious fashion. There were no precedents to guide them. The demands made on their resources were unexampled; and were often made by men with an excusable ignorance of the operating capacity of our Canadian lines. In the work of mobilization, particularly, speed was usually a vital consideration, second only to safety. And at all times all preparations had to be conducted with the greatest possible secrecy.

Real work begun.   Although there was constant transportation of small bodies of men from one point to another from the time the war began, the real work of the railways in mobilization may be said to have begun early in the winter of 1914-15. It was some little time before the duration and magnitude of the work which the Canadian National Railways was to be called upon to do was fully realized. Then the system of giving each special train a number, was instituted. Serial number One, therefore, was given to the special train which ran from Toronto

to Halifax on February 5th, 1915. It carried nurses and military engineers. There were sixty first-class and one hundred and twenty-six second class passengers on board.

Thereafter, specials, were forwarded incessantly. By the end of that month of February, twelve trains, carrying 4,195 troops had been moved from Montreal to Halifax. During the remainder of the year 1915, one hundred and thirteen special trains with 44,000 troops were operated; and this was only a mere foretaste of what was to come in the succeeding three or four years. In 1916, 455 trains carrying 195,524 soldiers were moved to Halifax. In 1917 there were 309 special trains and 117,136 soldiers carried. In 1918, 294 specials with 102,847 troops. The United States had then entered the war and some American troops were being rushed through Canada. The movement generally was at its height. In one month eighty-two special trains with 33,754 men were moved from Montreal to Halifax. On one day of this month, (April 26th), fourteen thousand men were carried.

The total number of soldiers moved during mobilization was 462,379, on 1,191 special trains, while on the regular trains, 351,619 military passengers were carried—a total of 813,998.

When a big troop train movement was to take place, notification was sent, some days in advance, to the Passenger Traffic Manager at Moncton, and latterly at Toronto, who was requested to furnish the Militia Department with a schedule covering the required movement. All railways concerned were notified of the number of troops to be moved, and the approximate date when the transport would sail—but not the name of the ship. A secret code-word was used for both the port of departure and the transport: thus Halifax was "Uncalm"; Montreal "Untrap"; St. John "Undeclined"; and Quebec "Uncurrent". The steamer "Lapland" became the "Beta twenty"; the "Saxonia" the "Gamma twenty-five" and so on. Other weird code-words like "Petaurist", "Phantastic" figured in the messages constantly flashing between Ottawa, Moncton, Quebec and other points concerned. When the schedule for the movement was complete, it went to General Biggar at Ottawa for his "O.K."; and as soon as that was received the wheels began to turn.

The movement was facilitated by the fact that, early in the war, the Government issued instructions to the telegraph and telephone companies that messages regarding the movement of troops must be given precedence.

Transportation by water during the war was _{Delay to Transports.}
much more uncertain than by rail; so it came
about that through submarine and other dangers,
the arrival of transports to carry the soldiers
abroad would often be delayed. When that hap-
pened, there would come unusual excitement to
the boys and girls at some lonely spot some dist-
ance down the line from Halifax.   The troop
trains would all be held up, it being not desirable
to bring them into the city until the men could be
embarked. One Sunday, four trains carrying
United States troops were held up at Windsor
Jct. and they were joined soon after by three or
four   others   con-
taining   Canadian
soldiers.

Sunday at Wind-
sor J u n c t i o n is
about the last word
i n isolation; a n d
when the soldiers
looked out on the
sea of rocks sur-
rounding   t h e m,
their feelings may
be imagined. It was
at times like these,

Gaspé Bay is sixteen miles in length, and is six miles in width for about twelve miles from its mouth. Then it narrows into the beautiful Gaspé Basin, forming one of the finest harbours in America.

In 1534, Jacques Cartier landed on its shores and took possession of the land in the name of his king, Francis the First.

In 1711 the Basin was the scene of the only triumph of Sir Hovenden Walker, who started with a fleet to capture Quebec, but never got further than Egg Island.

AY AND BASIN   From the painting by F. S. Challoner, R.C.A.

Still later a call here was made by some of the ships of Wolfe's fleet on their way
to lay siege to Quebec in 1759. Gaspé has also its place in the greatest war of
history, for it was off its shores in October, 1914, that the thirty-one transports
with over thirty-two thousand Canadian troops were assembled, awaiting the
arrival of twenty battleships that convoyed them across the Atlantic, and where on
the bloody fields of France and Flanders, they brought undying lustre and fame
to Canada.

that they seized the opportunity to cover the
cars with chalked inscriptions, which became
so familiar on troop trains. ''Berlin or Bust''
uncomplimentary remarks about the Kaiser, and
notes of defiance from this battalion on its way
to settle with him, were the most common senti-
ments. It may be imagined that the railways
were not always particularly pleased to see their
cars defaced; but the authors showed the proper
spirit, so it was put up with.

THE WORK AT VALCARTIER CAMP

The first
Canadian
Contingent.

The most spectacular work of Canada in the
war, probably ranking with the biggest feats per-
formed by any of the nations engaged in mobiliza-
tion, was the assembling and despatching of the
first Canadian Division; and in this and subse-
quent troop movements from Valcartier, the Can-
adian Northern Railway now included in the Can-
adian National Railways system was the great
factor. The creation and operation of the Val-
cartier camp and the troop movement in connec-
tion therewith, were among the outstanding rail-
way feats of Canada's war effort.

On August 3rd, 1914, the Canadian Northern
Railway received notification that Valcartier

camp was to be opened. In a little more than three weeks, the camp had been completed and 37,000 men transported thither. In ten days, three miles of railway track were constructed within the camp. From that time on, the fourteen miles of line, between Valcartier and Quebec were among the busiest in the world.

At this early period of the war, Valcartier was practically the only camp in Canada. All eyes were focussed on it, and all roads seemed to lead to it. From all over Canada, fathers, mothers, wives and sweethearts flocked to Quebec to be in touch with their loved ones who were going overseas; and there was a constant stream of traffic

The first roll call at Valcartier

to and from the camp, which is on the single track Canadian Northern line to Chicoutimi.

Fortunately the Company was able to meet the situation. In anticipation of the opening of through lines between the east and west, the Canadian Northern had ordered sixty Colonist cars, which were delivered by the builders just before the outbreak of war. They proved of great service when this emergency arose; indeed the troops could not have been handled nearly so expeditiously without them.

Excursions to Valcartier.

In the second and subsequent years of the war, there were as many as 25,000 men at Valcartier almost constantly, and the stream of traffic never let up. Sunday was never a day of rest for the railway men, as on that day frequently six or seven thousand visitors to the camp had to be handled. The Minister of Militia, Sir Sam Hughes was exceedingly anxious to work up enthusiasm in the doings of the Canadian forces, and when the suggestion was made that the railway should operate excursions to Valcartier, he seized upon the idea with avidity. In a short time, excursion rates of about one cent per mile were made effective, and as soon as the fact became known the people began to pour in.

It must be confessed that this was more pleas-

VALCARTIER CAMP

1.—Building a Pontoon Bridge. 2.—The Freight Sheds. 3.—General Headquarters. 4.—A Building run up over Night. 5.—Material for Construction of Camp Buildings.

ing to the public than to the officials of the line,
who thought that they had reached the limit of
endurance with the ordinary military traffic. The
late Mr. Spaidal, who was General Superinten-
dent at that time was spending his days and
nights at Valcartier, and when he was advised
that excursion fares would be authorized and the
arrangements required were outlined to him, the
official replied promptly, stating that the move-
ments would be arranged, but the man added to
his informant; ''When I see you personally, I
shall tell you what I think of you!'' All operat-
ing employees were then working so hard, that it
is not surprising that they should moan a little
over the extra burden.

At the outbreak of the war, not only the Military
but the Railway officials as well, worked practic-
ally night and day. A large number of the mili-
tary movements were arranged after nine o'clock
at night, and officials of the railway were liable to
be called from their beds at any time of the night
for consultation or other duty.

As there was no accommodation for visitors
at the camp, and the throngs who had gathered at
Quebec were anxious to visit the camp daily, eat-
ing conveniences had to be arranged. The rail-
way accordingly placed in service at Valcartier a

dining car and two lunch counter cars, which gave constant service from early morning until late at night.

Some striking feats of transportation were per- Drenched
Sightseers. formed. On one occasion, the Governor-General was to hold a review on a Sunday, of the troops in the camp, and this, naturally, attracted a very large number of visitors. Just as the review started, rain began to fall heavily, and there were between eight and nine thousand people with no shelter, and anxious to get back to Quebec without delay. Equipment was "rushed" in in record time, and the drenched sightseers transported to shelter.

An average Sunday's work was ten trains, but as many as forty-four, have been run in the twenty-four hours. There was also a very heavy freight movement into the camp. Several thousand horses were assembled there, and large quantities of fodder for them had to be taken in; and as well, all the requirements of what constituted a good-sized city. One day as many as eighteen mixed trains, (including troops, military freight, guns and horses on each train) were brought into Valcartier. They were timed to arrive at the camp at thirty minute intervals, and each had to be unloaded and cleared.

The military authorities were anxious to show what could really be done, and suggested the use of the soldiers for unloading; but the railway officials knew that soldiers were not familiar with the work, so they gathered up the pick of the bridge and building men on the Quebec lines, and put through the schedule called for by the military, in record time.

THE MOVEMENT OF WAR SUPPLIES

Feeding the
Troops
en route.

One of the war-mottoes of Napoleon was: ''An army travels on its stomach.'' In wars of old, when comparatively few men took the field, troops depended to some extent for food supplies on the country in which they were operating, but in modern warfare with millions of men engaged, this would be impossible. In the late war, it took several men back of the fighting lines to provide food, ammunition and other necessaries for every man in the trenches.

So, when we tell how the Canadian National Railways carried half a million men to the sea coast to embark for the war, we must also remember that enormous quantities of supplies had to be carried, not only for them but for many other soldiers overseas; because a very large proportion of the food and ammunition used on the western

SCENES AT VALCARTIER CAMP.
1.—A Make-Shift Barber Shop. 2.—An Avenue of Tents. 3.—The Grub Line. 4.—The Chef at Work. 5.—A Popular Canteen.

front by the Allied Armies, during the latter part of the war was sent from Canada.

For the four and a half year war-period, the Canadian Government Railways handled to St. John and Halifax, about one thousand tons of freight every day, or about forty car-loads. This would total well over a million and a half tons; and consisted of food, lumber, munitions, rails, and the thousand and one things the soldier needed, and which Canada could supply.

In addition to this overseas freight, the railway had also to handle daily the shipments of steel turned out by steel plants at Sydney and Trenton, N.S., which were working at capacity under war time pressure. This tonnage was bound for various points in the Maritime Provinces, Quebec, and Ontario, to be made into munitions which the Canadian Government Railways would eventually handle back to the ports of St. John or Halifax.

All this, it must be remembered, was war-work; but in addition, the regular transportation work of the system had to be maintained, and it had greatly increased in volume because of war activities.

When we recall what our national railway accomplished, particularly that single-track portion of it, east of Montreal and Quebec, and how its

officers and men arose to the emergency of increased business, it would seem a favourable omen, and a guarantee of ability to handle successfully whatever demands may be made upon it.

The Canadian Northern System, having a direct or through line from Ottawa to Valcartier which obviated the necessity of going through such terminals as Montreal and Quebec, came in for many rush shipments, some in train-load lots. Special passenger trains for the Governor-General, Minister of Militia and other Cabinet Officers were called for very often and had to be made ready on very short notice.

MONCTON DURING THE WAR

As the head office of Canadian Government Railways, before the organization of the great system of Canadian National Railways, and the most important point on the line over which practically all the troops travelled on the last leg of their journey to the sea-board, Moncton was a very important point during the war. The stay of the troop trains there was necessarily longer than at most places; and there was scarcely one of Canada's famous regiments which did not march through its streets. It is a place held in affectionate remembrance by the soldiers. Both

The Railway Hub of the Maritime Provinces.

going over-seas and returning, there was always a welcome for them.

All troop trains were halted there long enough for a thorough inspection, and all cars were cleaned, watered, iced, and gassed. The engines and crews were changed, and orders given for a clear run to Truro and Halifax. This gave from a half to three-quarters of an hour for the men to relieve their weariness by a short route-march. It has been estimated that ninety per cent. of the troops sent over-seas had the opportunity of marching through the streets of Moncton, and the City became known far and wide because of the great welcome given to the soldiers.

Music for the Troops. The decorations of the city were always up, and the patriotic societies never relaxed their efforts to provide comforts. Moncton's two bands have an enviable record. They were on hand at all hours of the day and night to cheer the boys on their way to the front and to welcome the returning heroes. They have played for no less than eleven trains in one day. The bandsmen were largely employees of the Canadian National Railways; and their devotion to the work of welcoming the soldiers cost them a great deal of time and money, but it was always given cheerfully.

In addition to the troop trains constantly being despatched, there were heavy movements of munitions and supplies of war, going to both St. John and Halifax. The first movements were largely foodstuffs, blankets, clothing, fodder, and so forth; but as soon as the munition plants were organized, the over-seas traffic became heavy and continuous. There was, therefore, the work of operating a constant stream of freight trains, as well as the troop trains.

The large yards at Moncton, constructed for the use of the Transcontinental Railway, were well equipped, and became practically the equivalent of a huge transfer-shed; but large as they were, they were often inadequate to contain all the trains of war material which were assembled. The movement of this material from Moncton to St. John and Halifax, was necessarily regulated by the opportunities for sending the freight overseas from those ports.

Much work had to be done in Moncton in the way of sorting out from this great accumulation of freight, the supplies most urgently needed at the moment. As soon as the steamers arrived in port, cargoes had to be selected and rushed forward. The call might be for hay or oats, shells, flour, or grain; whatever it was, there was no

time to be lost. Moncton thus became a vast store-house and forwarding depot for the whole of Canada.

Those concerned with the handling of freight very frequently had some difficult problems put up to them. One such was when submarine chasers began to be shipped overseas. They were shipped on flat cars, three cars being required for two boats. They were wider than the cars; and movements in the yards and in passing other trains had to be done very carefully. Every train had orders to pass them at a low rate of speed, to avoid the danger of being side-swiped; and in several instances, tracks had to be moved and standpipes shifted, in order to permit their pas-sage. Again, when a large troop movement was on, freight movements had to be suspended for some days, placing a heavier tax on all concerned, when the movements were resumed.

Perhaps the greatest trials of the freight men came at the time of the Halifax explosion. Their problems then seemed hopeless of solution. In addition to the heavy war traffic, supplies for the stricken city kept pouring in; and much freight was received at the terminals in Halifax, not billed at all. For some little time after the explosion, it was a case of "First come, first served", with no questions asked and no explanation necessary.

THE EXPLOSION AT HALIFAX

At times it almost seemed as though there were some justification for the boastful motto the Germans wore on their belt buckles and elsewhere— "Gott mit uns"; certainly to the hard-pressed Allies, all the luck, at least, seemed to be with the enemy. During the war, Halifax was, perhaps, the most important port in the British Empire, outside the British Isles, also a very vital point in the Government Railway System—and, indeed, for all the railways of Canada. And, just when the war was at its height, and the port and railway terminals busiest, there came the terrible explosion on the morning of December 6th, 1917, which for the time being disorganized everything, and added to the already heavy task of the railway.

By this explosion, the greater part of the Canadian Government Railways' property at Halifax was either completely destroyed,

Damage to Railway Property.

or badly damaged. At the Deepwater terminals,
the grain elevator and plant, the piers and
freight sheds, were partially wrecked. The
passenger depot at North Street was un-
roofed and otherwise damaged. The power-
house and heating plant were put out of
commission. At Richmond, Fairview, Willow
Park, all important railway points, practically
everywhere within a radius of several miles of
Halifax, railway property caught the full force
of the explosion. The yards and tracks were
torn up and destroyed; and a very large amount
of replacement was necessary. The whole of the
passenger service, and dining and sleeping car
equipment was temporarily disorganized. Wreck-
age, death, and disorganization brooded over the
whole place.

This situation has been well described, as mean-
ing about the same to the railway as blindness
and paralysis would mean to an individual. Tele-
graph and telephone lines were completely out
of commission; station terminals were wrecked;
locomotives and cars were rendered useless or
demolished; the train crews and other workers
were, in many cases, killed or injured.

When news of this situation reached Moncton,
the General Manager, Mr. C. A. Hayes, (now vice-

president in charge of traffic for Canadian National Railways) equipped a special train with aid of all sorts, human and material. Expert officials in all departments, medical aid, supplies and nurses were on the first special. It was followed by three others with officials, fire and wrecking · equipment, repair crews and plant, and food. From all quarters of the system, help and expert advisers were gathered to the solution of this new problem in Canadian railroading. The above force applied itself for the succeeding weeks, day and night, until order was once more restored, and the service again in running condition.

This, of course, did not hold up the transportation of troops. Nothing could be allowed to do that; but what it did do was to make an already difficult task so much harder, and to strain a little further, the nerves and muscles and brain of men who already thought that such "equipment" was sometimes at the breaking point.

THE SPIRIT OF THE SHOPS

Only those who went through the experience of transporting hundreds of thousands of troops on a line which was, on its most vital part, a single track system, under weather conditions which were at times unexampled in their severity, can

The Mechanical Department.

have any true realization of the magnitude of the
problem with which the mechanical department,
particularly, was confronted. And, for the most
part, what this work meant has been known only
to those engaged in it.

Something, therefore, should be recorded of the
war efforts of men who lay under refractory en-
gines, in the snow and ice at thirty degrees below
zero, coaxing them to go; of men who worked for
fifty hours at a stretch without sleep, and with
only the food they could snatch up; coated with
ice so that, as Mr. W. U. Appleton, the Mechanical
Superintendent at Moncton, said to the writer of
this story, "You could hear their clothes crack
as they walked!" Those were the times when men
had to run around the engine houses with torches,
to keep the engines from "freezing in their beds",
when "Frenchmen up north would get down on
their knees in the slush under the engines, with
the thermometer at twenty below"; when there
was no time to send engines to the shops for
necessary overhauling, and they had to be run
between heavy repairs, over double the usual mile
age.

Spirit of
Patriotism.

The same thing was happening, in some degree,
in all departments all over the line; "To properly
take care of this immense traffic" says Mr. H. H.
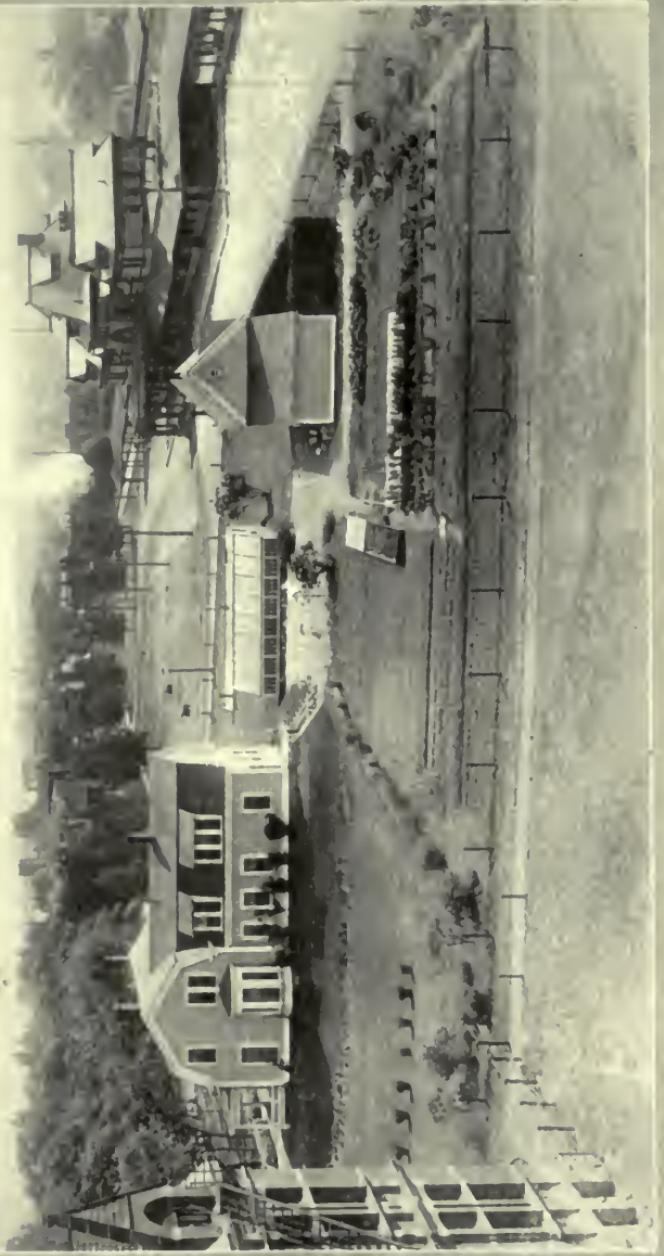
Moncton Station. It has been estimated that ninety per cent of the overseas troops detrained here for a march through the city.

Melanson, Passenger Traffic Manager, in a memo-
randum to Mr. C. A. Hayes, reviewing the work
of the office staff during the war, "necessitated
work, goodwill, co-operation, patience, and abun-
dance of over-time. Our boys who remained at
their post day and night, as occasion required,
displayed a spirit of patriotism difficult to dupli-
cate. There was no eight hour system, with time
and a half for over-time. They took hold of the
work and stuck to it to the last." Referring to
one member of the staff at Moncton, as a typical
example of faithfulness exhibited he says; "I
find that during the month of February he work-
ed eighty-three hours over-time, and in March one
hundred and twenty-four hours;" it was the same
at Valcartier camp; at Winnipeg, Montreal, Que-
bec, Toronto—wherever they were called upon
"They displayed the essence of energy and devo-
tion to duty, and deserve the thanks of the man-
agement."

Some idea of what the work of the mechanical
department of a big railway system means in the
movement of great bodies of troops, will be of
interest to the readers of this story.

All the railroads taking part in the troop move-
ment would wire in particulars of the number of
troops they were carrying, the cars and equip-

ment being used, the time they were due to arrive at points of transfer to the Government system, and so forth. So, if sleeping or dining car equipment should happen to be inadequate at the point mentioned, there was usually time to rush it forward.

The next step was to issue notification to the operating departments of the road. The Passenger Department prepared a program of transportation advices, giving the trains by number and all other particulars. In all, about two hundred copies of detailed instructions to officials concerned, were required for each movement.

Among others, copies were sent to the General Superintendent and the General Master Mechanic. The General Superintendent advised the Divisional Superintendents; and the General Master Mechanic, the different Master Mechanics. The latter, with the aid of their engine-house foremen proceeded to "line up" the motive power for the movement. If there were to be twelve trains, for example, twelve engines would be required; but there might be only half the number available at the next terminal, and the problem had to be worked out over every division. "Often," says Mr. Appleton, "a train would be only twenty miles away from a division, with no engine in

Motive Power.

sight; but before the train got in we had one—
they always came from somewhere."

As the war progressed, trainmen became scarce.
Voluntary enlistment took a great many, and
other good railwaymen went overseas in the Can-
adian Railway unit; the Military Service Act took
others, although special exemption was granted
for the class of men most required. It became a
great strain on the railway to keep a sufficient
number of competent men. Many "green" men
were therefore pressed into service.

"Green"
Help.

To assist such men, particularly, Mr. F. H.
Moore, an experienced engineer, was sent from
Moncton to Halifax, his duty being to board each
engine before pulling out of the terminal and to
give any advice and help he could, impressing
on the men the necessity of Safety First—and
then speed. All the railway men's organizations
constantly preached the same thing to their mem-
bers. In general orders, the minimum speed to
be made over different portions of the line was
laid down; but they were allowed to increase this,
consistently with safety. With the "hurry call"
for men and munitions constantly coming from
overseas, every minute saved was precious.

To make and maintain this speed, much pre-
liminary preparation of the engine is necessary.

A MIKADO ENGINE

A modern type of locomotive built in Canada which made the hauling of long troop and war supply trains possible.
Note the contrast between the Mikado and one of the first engines built in Canada.
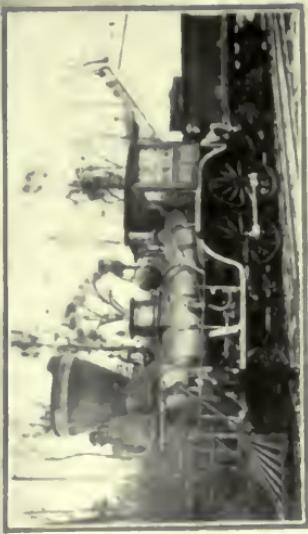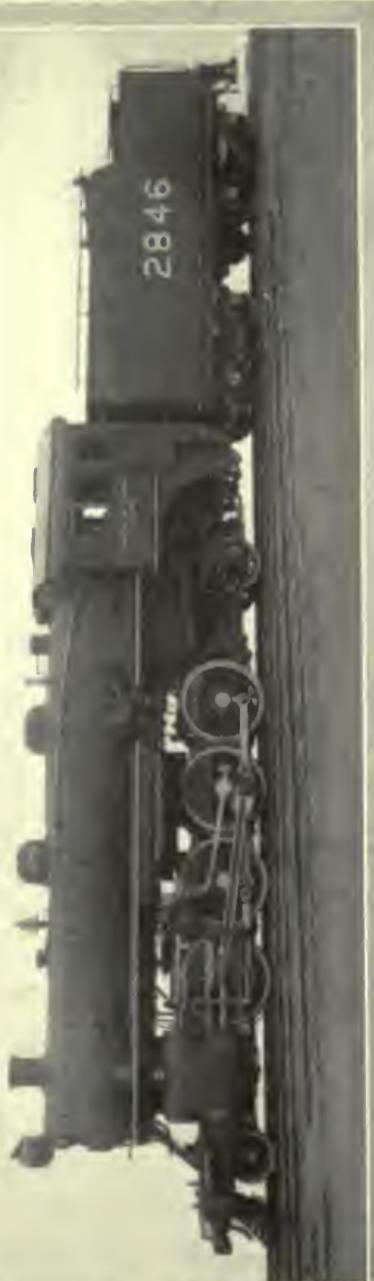
When you look at a big engine, a "Mikado" or
"Santa Fe", as it pulls into a station, bright and
shining and full of power, it seems as if it were im-
patient to start, and ready to go when the conduc-
tor gives the word; but it takes a great deal of at-
tention and preparation to put it in that condition
of readiness. The first thing is to see that the
boiler is full of water; then you make the fire and
get up steam. The tender-tank must be full of
water also; and a sufficient supply of coal on
board. The headlight, the sander, the air signal,
the steam-heating apparatus—all these and a
dozen more things must be carefully seen to. If
there were no sand, the wheels would slip when
the engine struck a grade, and it would not haul
the train. If the air-brakes were not in good or-
der, it would be very serious indeed for the engine
itself and for anything in its path. The head-
light is a little powerhouse in itself, with a steam
turbine and an electric generator all for its own
use. The Inspirators which supply water to the
boilers must be in working order.

Then there are different kinds of engines, with
different equipment; but all kinds, passenger and
freight, big and little, had to be put to the work
of hauling troop trains; if necessary freight had
to wait. Passenger trains are heated from the

engine; and as freight engines are not required to do this, care had to be taken to see that they had the necessary equipment, when being used to haul troop trains. You require a regulator, for example, to reduce the pressure of steam, and you need hose and pipe connections. Then you "brake" a freight train with only seventy pounds of air pressure, while a passenger train requires twenty pounds more. All this had to be looked after on the freight engines to keep them up to passenger requirements; because the road had to use every engine it could lay its hand on, and a large proportion of the troop movements was done by freight engines.

The ordinary equipment of any of the Canadian lines would have been insufficient to take care of the avalanche of traffic which was launched, when troop movements began; the greatest need being for colonist, tourist, commissary, standard sleeping, and dining cars. By a system of co-operation, the Canadian railways united in furnishing this equipment. The Government secured a large number of engines, including one hundred "Mikado's", twenty "Sante Fe's" and forty "Pacific" passenger locomotives, and rented them to the different lines in Canada. A number of cars were bought by the Canadian Government Railways in the United

Railway Co-operation.

States during the war, to assist in relieving the situation. Soldiers who travelled after the Spring of 1919, were fortunate in having the use of the finest new steel colonist cars in the world, as one hundred and thirty of those cars were added to the equipment of Canadian National Railways. They were made in Canada, and cost $32,500 each; or more than double the cost of similar cars in pre-war days.

Railwaymen in shops all over Canada, worked night and day to keep the equipment up to the mark, and they did so without complaint. The following letters of appreciation, issued by officials of the Canadian National Railways, to the employees concerned, after two occasions on which special efforts were put forth, illustrates the spirit which prevailed:

<div style="text-align: right">Moncton, N.B.,
January 15th, 1917.</div>

TO EMPLOYEES CONCERNED.

LETTER OF APPRECIATION.

On December 29th, 1916, our Department was asked to state the shortest possible time in which eight more Military Hospital cars could be turned out. After considering the proposition, it was decided that, by working day and night, the entire lot of cars could be completed by January 12th, 1917. Notwithstanding the fact

INTERIOR OF COLONIST CAR
The sleeping accomodation was excellent. Each section was equipped with two
mattresses, four pillows and four blankets.

that certain modifications were made in the layout and interior fittings which entailed more work than originally figured on, the cars were completed within the specified time and our promise kept.

Great credit is due the employees for the splendid showing made on these cars, and for the patriotic spirit displayed by all in working nights, Sundays, and on New Year's Day, in order to provide suitable equipment for the transportation of our wounded soldiers on their return.

I take this opportunity of extending to all concerned, my sincere thanks.

Yours truly,

G. E. SMART,
Master Car Builder.

Moncton, N.B.,
January 10th, 1918.

L. McKinnon, Esq.,
22 Maple St.,
Moncton, N.B.

DEAR SIR:—

Mr. Smart has advised me of the manner in which all hands employed in the freight and passenger car shops turned in during the past month to rush the repairs to a large number of passenger cars damaged in the Halifax disaster.

He has also advised me of the manner in which the men laid aside all question of technicalities as to the pay they should receive if the usual schedule conditions had been applied, or strictly insisted upon by the men.

I am dropping you this line to let you know that I

personally appreciate the manner in which the men undertook the work, and the spirit displayed, of co-operation with the management in working as quickly as possible through a most trying situation.

With best wishes, I am,

Yours truly,

(Sgd.) C. A. HAYES.

General Manager.

In every department this spirit of willingness and co-operation was shown. There was—at first, particularly—a great shortage of mechanical power; but it was more than made up for by the putting forth of extra exertions by the man-power of the employees. When the task put up to the road was realized, there was an immediate response from the men. Representatives of the engineers and firemen considerably heartened their chiefs by coming to them, and intimating that they realized what was ahead for everybody, and were not going to find fault with conditions, bad as they might become. "We are going to go right to this job, and give you the best we can", was the way they expressed it; and that spirit was maintained throughout. Little things such as no curtains for the engines, or lack of men to clean their fires en route, such as they would require at ordinary times, never troubled the engine men. They went ahead and looked after such things

themselves. All the men thought about was the fact that the road was "in the war". Men all along the line talked, ate and slept "overseas". Not infrequently, men would succumb to the strain, and would get sick during a run; but it was usually possible to pick up among the troops being carried, an experienced man, who was glad to take his place. The old firemen and engineers among the troops, in fact, could not be kept off the engines.

This work of the mechanical department extended to every branch. There was always great rivalry in a friendly spirit, between the mechanical and operating departments, each trying to beat the other out. It was a marvel how some of the engines were "nursed" along. One engine, for example, made over 140,000 miles, before going into the shops for overhauling: and, with that record, hauled eighteen vestibuled cars from Campbellton to Moncton, a distance of 186 miles, in five hours and fifty-five minutes. Railroad men will appreciate what this means.

IN THE CANADIAN NORTHERN SHOPS

Railway Shops turn out 44,000 shells.

The Shops at Winnipeg, while taxed with the duty of maintaining and repairing the Company's rolling stock, under all the stresses of troop move-

ments and war conditions, were at first able to
shoulder their share of munition manufacture, and
in this work the performance of the employees
was well up to the standards set by employees on
other parts of the System.

In 1914 the Imperial Munitions Board at Ot-
tawa, allotted to the various manufacturing con-
cerns of Winnipeg, orders to turn out 300,000
eighteen-pounder high-explosive shells, and as
the Railways were co-operating with these manu-
facturers, the Canadian National Railways was
allotted of these, in all, 40,000 shells.

To produce a product coming within the pre-
scribed specifications as initially laid down by the
Imperial Munitions Board, each shell had to
come within about thirty prescribed gauge limits,
and a final test of variation in weight not to ex-
ceed three drachms — later, this variation was
slightly increased.

It required considerable care and skill on the
part of the machine operators and supervisory
force, to turn out this accurate work; but in about
three months' time the objective of one hundred
and fifty shells for thirty-five men, was not only
reached, but production was increased to two hun-
dred and ten shells per day, working two shifts of
nine hours each on the more laborious work in

connection with the primary machine operations. About 44,000 shells were produced, which were duly accepted and shipped to Eastern Canada for furtherance overseas.

The work, originally started under the direction of Mr. S. J. Hungerford, (now Vice-President, in charge of the Operating and Maintenance Department), was carried on by Mr. A. H. Eager, Mechanical Superintendent at Winnipeg. The following is quoted from Mr. Eager's report on this operation:—

"During the first two or three months of our operations, a great deal of difficulty was experienced in getting things into proper shape, as this was entirely a new product; but I must say that after we had been able to get our organization perfected, the manufacture of these shells and the maintaining of our daily output became an easy matter. Our workmen certainly turned out a very excellent article at a minimum of cost, which passed the Government inspection with hardly any criticism: and in the manufacturing of nearly 44,000 shells we had only one hundred and twenty-two shells, or the low percentage of 0.28 per cent., rejected on account of improper workmanship in the manufacture. This is an excellent and creditable showing, in which I believe we were as successful as, if not more so than, any other manufacturing concern that attempted this work in the West.

The only regret that I had in connection with the whole matter, was that we were compelled to give up the manufacture of shells, and thus leave to others this important work in connection with the progress of the War;

but as our facilities were limited and the demand for repairs to locomotives and equipment was increasing, it became absolutely necessary, to meet our own railway conditions, to abandon this work of manufacturing munitions.

At the conclusion of our work, I took it upon myself to write a *personal letter* to each of the employees connected with the manufacture of shells in our Fort Rouge Shops, thanking them for their hearty co-operation and for the interest that they had taken in making this contribution to the successful winning of the War."

A copy of the letter follows:

Winnipeg, 2nd June, 1916.

DEAR SIR:—

The manufacture of 18 Pr. High Explosive Shells in the Winnipeg Fort Rouge Shops having been completed, I wish to express my sincere appreciation of the efforts made by all the workmen in connection with the very successful results which we have been able to obtain in the manufacture of these shells, through the hearty co-operation of all the men concerned.

When the contract for these shells was first undertaken, it did not appear on the surface that the manufacture of this particular kind of shell was as difficult as our later experience has proven, and while, with possibly one or two exceptions, all of our employees assigned to this work, were not in any way familiar with the methods which had to be adopted, I consider that the success which has been attained in our shops in the manufacture of these shells speaks very highly of the skill of our workmen. I have no hesitation in saying that the efforts of all concerned have been the means of bringing about that success which was attained in the handling of this unfamiliar work, and I wish to thank

each one for the hearty and cheerful co-operation that has been given in this work.

Yours truly,

(Sgd.) A. H. EAGER,
Asst. Supt. Rolling Stock.

THE TRAIN DESPATCHERS

The great responsibility of the Train Despatcher. So far as actual mental strain was concerned, there was probably no class of officials connected with the railroads, that had so much to bear as the train despatchers. When the demobilization movements, particularly, were heavy, there were constant streams of trains moving both east and west, equipment trains towards the Atlantic and troop specials towards the Pacific.

From the despatching office of Canadian National Railways at Pier two, Halifax, train orders were issued to take each train as far as Truro. They were run as far as Windsor Junction under the protection of the automatic block signal, each train being held up there until the preceding train was one telegraph station in advance. This reduced the running time to what was practically a twenty minute block. Trains were run under this system right through to Montreal, the renewal of train orders along the line being issued with regard to this principle, which was highly necessary

on a single track road where so many trains were being operated.

On several occasions, two or three of the larg- Constant est troop ships reached Halifax at the same time, Stream of Trains necessitating the despatching of a constant stream of trains for nearly every one of the succeeding forty-eight hours, during which most of the train despatchers remained on continuous duty. Yet no single case occurred where the slightest mistake was made in the issuing or transmission of train orders. Not a mishap occurred, not even a

One of the big troop ships. Note the camouflage.

delay, which could be traced to any lapse of good judgment or any neglect in despatching.

WESTERN LINES

In Western Canada, while the transportation services rendered by the then Canadian Northern Lines, were spread over a greater extent of mileage, this did not make the task of troop movement lighter, owing to the limited equipment available. In the second year of the War, the largest Military Camp in the Dominion was established at Sewell, Man., and heavy movements of troops to and from this point were made in the last four years of the War.

The Canadian Northern Western Lines used in military train movements, commissary cars of the lunch counter type, and those cars were commented upon favourably by the men and also by the Military authorities.

The fact that the Canadian Northern Railway's Western Lines carried many thousand troops during the war, and period of demobilization, without loss of life or a serious accident of any kind, is in itself a matter of pride to all the officers and employees who were connected with the transportation of the soldiers.

MYSTERY TRAINS

All through the war there were passing over *Railways and Camouflage.* the Canadian railroads at some time or another, certain trains to which a great air of mystery was attached. Sometimes, it was a single car, carrying unknown passengers who were apparently of very great importance in the eyes of the Government; at other times, a "fish" or a "silk" special would be going through.

The air of mystery by which such trains were surrounded was, of course, necessary. German spies were everywhere, and would hold their own lives cheap if they could wreak damage on some person cr some material, of great value to the Allied cause. Therefore, camouflage was resort-

ed to, that device which is at least as old as the wars of the Greeks and Trojans, as the boys and girls who read this story of Canada's National Railways and who recall the incident of the Wooden Horse, will realize.

Secrecy in the movement of troops was, of course, observed at all times; but occasionally a train would be run over the road, which was certainly not a troop train, because it would consist of only two or three cars. No doubt some of you who read this have heard those specials hurrying by in the night, or have seen them flashing past by day, and have wondered who or what was in such a hurry.

Even the trainmen, who were conducting the mysterious passengers, and the despatchers who were securing them the right of way and double assurance of safe operation, wondered who the mysterious passengers were, who never relieved the tedium of a long journey by so much as a peek through the heavily curtained windows.

Generally such trains were carrying statesmen on special missions—statesmen of Europe, often going to the United States; of Canada, going about at home or bound abroad; or, occasionally, after the United States entered the war, potentates of that country. For instance, on one oc-

The Right Honorable A. J. Balfour.

Britain's Envoy to the United States in the early stages of the war, the Right Honourable gentleman's mission was to state Great Britain's case before the United States Senate and Congress. Mr. Balfour travelled on one of the Canadian National mystery trains.

casion, Premier Sir Robert Borden, attended by
members of his cabinet, passed through Moncton
on a mysterious special. The utmost secrecy at-
tended the movements of this train. No one was
allowed to see or recognize the occupants, while
the train was passing through; although the news
afterwards came out that when they reached Hali-
fax they went directly on to the warship which
was waiting to convey them to Great Britain.

On another occasion, a number of Italian repre-
sentatives landed at Halifax from a warship, and
were sent through to Washington, under condi-
tions of the most profound secrecy. A party of
diplomats from the United States came through
from Washington, and boarded a warship at Hali-

fax. Mystery trains came to be rather common
as the war progressed.

There were, of course, many mythical stories
circulated by imaginative persons with regard to
certain of the mystery trains. The story of the
trainload of Russians, whom many ordinarily
truthful but extraordinarily credulous people all
over Canada, reported as having seen, was, of
course, purely imaginative. But there was no
myth about the "Silk" and "Fish" specials.

The "Silk" specials were nothing more or less
than large bodies of Coolie laborers, brought
across the Pacific Ocean, and thence across Can-
ada, on their way to perform useful manual labor
behind the fighting lines in Europe. It was neces-
say to bring these Asiatics into the war—not for
fighting purposes, because none of them ever bore
arms—but to do the manual labor, which it would
have been a great waste to have called upon
trained soldiers to do. They had to be carried
secretly, in conformity with the general policy
with which all war operations were conducted;
and they had also to be carefully watched, lest
they should escape en route. The head tax of five
hundred dollars would have had to be paid for
any Coolie escaping; and as one Chinaman, to
the eye of the average white man, is as much like

another as are two peas, identification and re-
covery would have been difficult, if not impossible.
Indeed, there is a story that a slippery Coolie
did escape from a train passing over the prairies.
The guard who was responsible, was worried, but
not dismayed. He dashed uptown and "comman-
deered" the first Chinaman he met, and carried
him off as a substitute for the one he had lost.

A peculiar incident happened when a troopship
of Coolies, ready to leave Halifax under convoy,
was held up for two days, owing to the absence
of rice in sufficient
quantities to sat-
isfy the Chinese
appetite. Two car-
loads of rice which
should have gone
on the steamer
were delayed in
the yards at Monc-
ton, and were for-
warded by special
freight after the
wires had been
kept hot for a few
hours. The Coolies
carried their own

cooking utensils and dishes, and fed entirely on
rice and fish. When disembarking from the
steamer, preparatory to entraining, they were
taken off in lots of about seventy-two at a time—
''Six dozen assorted Coolies'', one disembarkation
officer used to say—and packed in at the rate of
about seven hundred and fifty to a train. As they
went through the clearing house at Halifax, the
Red Cross used to give each man an apple.

There were, in all, 48,708 of these Coolie pas-
sengers, carried in sixty-seven ''Silk'' trains be-
tween July, 1917, and April, 1918. Three guards
were employed to each car.

Most interesting of all, though, were the ''Fish''
specials. There was nothing in the term likely to
arouse comment or particular enquiry, as it had
been the practise for years before the war, to run
special trains by express, carrying fresh fish from
Canso, N.S., to Montreal, Toronto, Winnipeg,
and even right through to the Pacific coast. This,
in itself, was an important function of Canadian
National Railways, and still is, as by it the people
of Ontario and the West, may have Atlantic sea
food fresh from the ocean. During the war, it
helped greatly to conserve the supplies of beef
and bacon needed for the men in the trenches;
so it is deserving of at least passing mention, as a

Millions in
gold on the
''Fish
Specials''.

not unimportant part of the war effort of the
road.

But the "fish" specials which were so import-
ant in the eyes of the Allied nations, carried a far
more precious cargo: they might almost be called
"Gold-fish" specials, because they were laden
with bars, and billets and coins of the precious
metal itself—they were carrying gold and specie,
sent from South Africa, France, England and
Australia, and were destined for the branch of
the British Mint at Ottawa, to be coined and sent
to the United States Treasury at Washington. It
was a small part of the stupendous scheme of fin-
ancing of Great Britain, and of the Allies, the
pooling of wealth which stimulated the manufac-
ture of munitions of war, and the production of
food and other necessaries.

The shipments of gold arrived in Canada by
warships, and were in nearly every case landed
at Halifax. Each shipment was valued at from
ten to twenty million dollars. The billets of gold,
(it sounds almost like a tale of pirates' treasure)
were packed in small, strong boxes, banded with
iron, and sealed, weighing from one hundred and
sixty to one hundred and eighty pounds each.
Each one of those small rough boxes, which look-
ed so insignificant when the sailors were trans-

porting them ashore, was worth from fifty to sixty thousand dollars! When the warships containing the treasure arrived at the dockyard at Halifax—where there was always a very strong guard—the Treasure Train or Fish Special was backed up to the Dockyard gates, and the gold put on board. The shipments were in charge of the Admiralty, and the Express Companies were the forwarding agencies by land.

The "fish" trains generally consisted of six Armed Guards Aboard! baggage cars, one as a "buffer" next the engine, and five containing the bullion. On the rear was a private car containing two Superintendents of Express, and often a railway official to look after train arrangements. And on every car containing the gold, were four guards, heavily armed, two special railroad service men, and two express company men. The buffer car ahead contained guards, and there was also a patrol of four men on the rear car. At night, an armed guard always rode on the engine. The train was connected by telephone from end to end, to make as little stopping as possible necessary. The cars could not be gone through, except by telephone advice that someone in authority was coming. Hammering at any of the car doors to gain entry would not have produced the slightest effect.

The buffer car next the engine was a wise precaution. During the entire gold movements, which extended over two years, only once was there a wreck. The buffer car was smashed badly in a collision, but the cars containing the treasure were untouched. While a transfer of cars was being made on this occasion, the guards had, of course, to exercise redoubled vigilance. The effect of a bad smash-up, with gold scattered about, may be imagined. The good fortune which attended the war work of Canadian National Railways was perhaps, as conspicuous as the difficulties encountered. Not a dollar's worth of gold was lost in transit. On one occasion, while it was being transferred at Halifax, a box containing about ten thousand dollar's worth fell into the water at Pier Two, but a diver soon recovered it.

The total value of gold carried would run into a fabulous sum. One express train alone, had twelve cars containing sixty-seven million dollars. Another shipment, which went to New York via Vanceboro, destined for the banking house of Morgan, contained twenty millions in gold and thirty-five millions in securities. One express company alone, took nearly eight hundred millions in gold, to Ottawa.

Here, it might be imagined, would have been a magnet to attract the most expert train robbers in America. Although the trains were called mystery trains, and it would, probably, have been very difficult to identify any particular train as a treasure special, it was impossible to keep entirely secret, the fact that such trains were running. Once, while a necessary stop was being made at a terminal point, those aboard the train overheard an interesting conversation between two wheel-tappers—those men who walk along and examine the running gear of cars to see that all is in order, and give what seems to the observer to be a purely mechanical tap with the hammer as they go.

"I wonder now", said one of the wheel - tappers, "what kind of a train will this be, anyway, with all baggage cars and no passengers?"

"I have heard that it is gold they are carrying" said the other. After considerable calculation of the space which might be filled if all the cars were fully loaded, they came to the conclusion that "there might be as much as ten or eleven thousand dollars on board." As a matter of fact, the train was carrying about fifty million dollars in the precious metal.

Occasionally, the camouflage of "Fish trains" was given a spice of realism. A few barrels or boxes of fish were carried, in order to lend credibility to the fiction it was desired to create. Once a barrel of live lobsters was on one of the rear cars, but before the train reached its destination, some of them died, and the fact was soon advertised by the aroma. The treasure train was at a terminal station, some travellers started to get on board, thinking it was a regular passenger train. They

were told it was a "private fish train." "Phew",
said one of the would-be passengers, "Fish train.
I believe you!" and he hurriedly departed.

As a rule the trains were despatched from Hali-
fax in time to reach Ottawa in the early morning;
and there was much rivalry among the engineers
as to the time made. The treasure trains did not
stop at terminals at all, when they could avoid
doing so, but received their despatching orders
outside, and passed through the terminal yards,
with doors and windows closed.

The chief danger in connection with the opera-
tion of these trains was that some enemy who had
got wind of them, might attempt to blow up a
bridge or turn a switch, but as a matter of fact,
through constant watchfulness and occasional
changing of the position of the trains to run ahead
or behind others, nothing ever happened to in-
terrupt the stream of gold.

HOSPITAL CARS

In the work of mobilization, the first thought of
the railway was Speed, and almost every other
consideration, excepting that of Safety, was sacri-
ficed to secure that end. When, in the course of
time, the heroes "broken in the wars of France
and Flanders" (to use a very old phrase of ro-

Comfortable
Hospital Cars
equipped at
Moncton, N.B.

mance) began to return, the heart and head of
the nation began to work together, to devise means
of alleviating the least twinge of pain. In res-
ponse to the urgent appeal of the Military Hos-
pitals Commission, the Canadian Government
Railways began to design and construct hospital
cars. In record time, ten such cars were turned
out of the car shops at Moncton and put into ser-
vice. The first two cars built were more or less ex-
perimental. Eight more were quickly built, with
the improvements and changes which inspection
suggested. The Military Hospitals Commission
was so pleased with the work of the Moncton
mechanics, that it immediately ordered another
eight cars, which were completed in thirteen days.
It was holiday time, but that was not thought of
by the men in the Moncton shops. Twenty hos-
pital cars in all were built and used by the Can-
adian National Railways.

**Moncton
Mechanics
do Good
Work.**

The hospital cars were converted from the stan-
dard sleepers of the Canadian Government Rail-
ways, and were of two classes; those with wide
side doors accommodating eight standard hos-
pital beds, and those with widened end doors
which held thirteen.

The medical and commissary fittings of the car
were very complete. Each car had a small kit-

THE COMFORTABLE MILITARY HOSPITAL CARS.
1 and 3.—Exterior Views. 2.—All in Readiness for the Wounded Passengers.

chen, fitted with gas heater, sanitary sink and ice-box, with ample accommodation for the dietitian to do her work. Toilet facilities were well arranged, and there were lockers for linen, medical supplies, and so forth. The cars were equipped with Baker heaters, and lighted by electricity, with auxiliary gas light. Electric fans were provided for each car. With the natural beauty of the mahogany finish, but with all unnecessary upholstering and carpeting removed, they were not only sanitary, but an attractive conveyance.

So by land and sea, the returning invalid was in the most comfortable surroundings possible.

The exterior finish was in the standard dark green color used on cars of Canadian National Railways. A large red cross, on a circle of white, was painted on either side of the cars, with the words "Military Hospi-

tal" in gilt letters. The men in the car shops at
Moncton were proud of the cars, and you may be
sure the soldiers were very pleased with them.

And now a word or two as to how the system of
hospital transportation was operated. When the
wireless station, at, let us say, Pennant, not far
from Halifax, picked up word from a homeward-
bound hospital ship that she had so many wound-
ed on board, it was at once passed along to the
railway authority; and a vestibule-car hospital
train, consisting of the special equipment set
apart for the service, was run down to the side of
the ship when she arrived. Attendants were
ready to see to the transfer of the men from the
ship to the train. Each soldier was given an iden-
tification card, telling him the number of his car
and berth, which he gave to the porter in charge
of the car, and was shown to the space reserved
for him. On arrival at Quebec he was again in
special hands to see that he was carefully con-
veyed from the train to the hospital. Judging by
the letters received by railway authorities from
many officers and men, the interest taken in their
comfort was fully appreciated.

THE STORY OF "PIER TWO"

It was a wonderful and a providential circum-
stance that the great dock in Halifax, known as

Pier Two, was completed before the outbreak of hostilities in Europe. Comparatively few Canadians are aware of the magnitude of the part this long, unassuming structure played in both the forwarding and the returning of Canada's troops. Indeed, the story of mobilization and demobilization of the Canadian forces, is, to a far greater extent than is realized generally, a story of Pier Two.

"Pier Two" at Halifax the great Mecca of the troops.

The lines of the Canadian National Railways between Montreal and Quebec, and Halifax, constituted the smaller end of the great transportation funnel at its larger end again, was Pier Two. To it came the greatest of the vessels transporting troops between Canada and Europe. Such vessels as the Olympic, the Mauretania, the Carmania and others which ranked among the largest afloat. There was in fact, no other pier in Canada, on the Atlantic coast, to which they could come. Handling troops by thousands, they made of this pier the Canadian landing stage from Europe. It was the Canada end of the mammoth steamer track, that was traversed with almost the regularity of ferries.

So it is that throughout Canada there are veterans of the great war, whose last recollections, outward-bound, were of the stolid build-
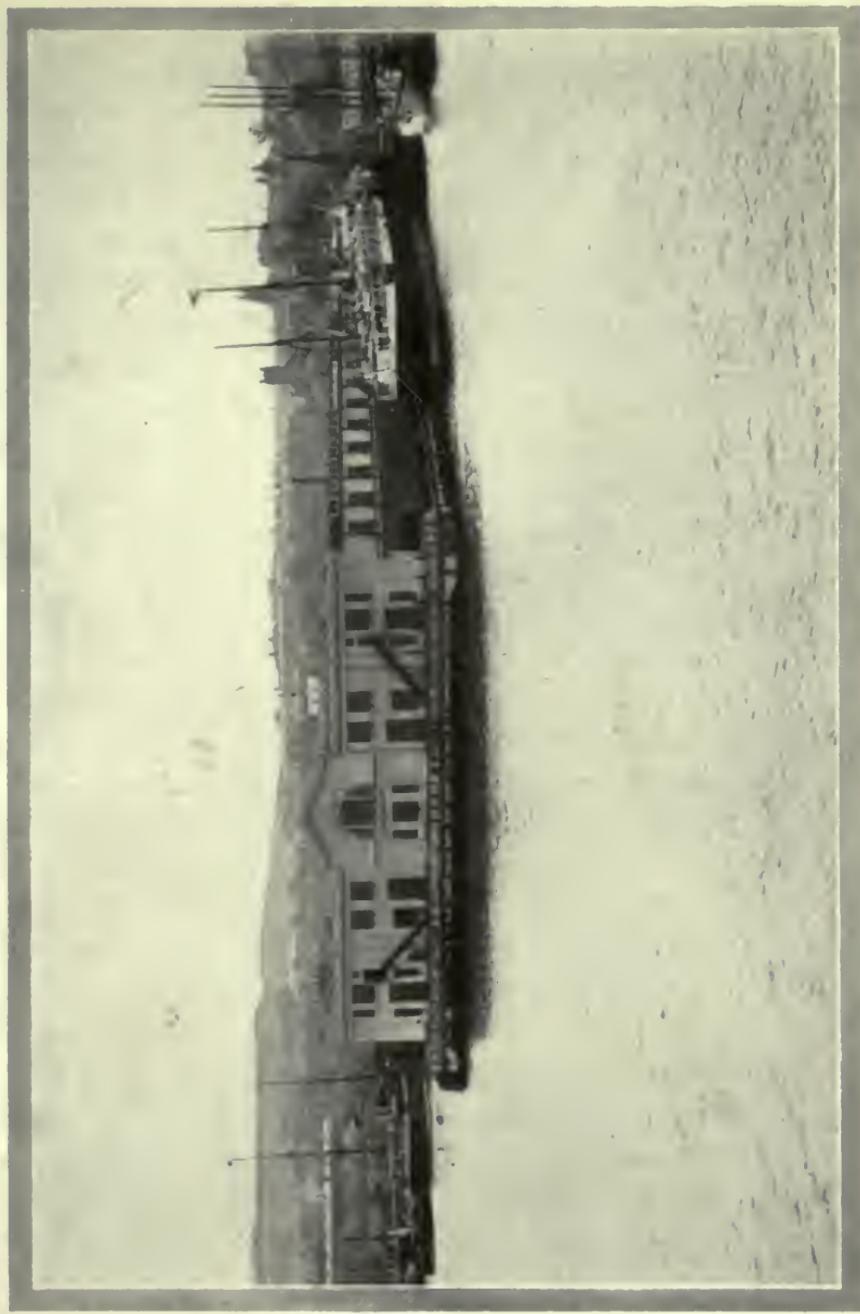
The famous Pier Number Two, Halifax Harbour.

ing on the fringe of the Atlantic at Halifax;
and who on returning trooped down the gang
planks of the transports at its seaward side,
to be welcomed and refreshed by the self-sacri-
ficing, wonderful women of Halifax Town. Only
those who participated in or who were privileged
to witness one of these "welcomes" can appreci-
ate its power.

The record of the handling of men and material
for the great war, through the portals at Pier Two
should be cut in enduring metal, and set up among
the other tablets in the old Canadian city, that
Canadians in days to come may know something
of the herculean efforts made freely there, in order

that Canada's
part of the Allied
obligation might
be kept to the ut-
termost.

Its brief his-
tory is charged
with sentiment.
Begun in 1911, it
was completed in
1914, not long be-
fore the outbreak
of war, and the

first use to which it was put, was in connection
with the transportation of troops. The pier and
sheds are of concrete, seven hundred feet long
by two hundred and forty-five feet wide, with two
floors, the upper being fitted for immigration pur-
poses. There are two railway tracks within the
building, and one on either side of it, outside.
It provided ample room to hold thousands of
soldiers, and as well for offices of administra-
tion, canteens, hospital quarters, and so forth. It
is one of the most modern buildings of its kind
in America, and cost $1,250,000.

From this pier more than three hundred thou-
sand men embarked for the great adventure. It
has rung with the cheers of the departing and re-
turning, and its cold prosaic floors have felt the
warm tears of those left behind. Farewells were
said there which were forever; and there have
been joyful re-unions. Men have stepped ashore
to have held up to them, their babes whom they
had never seen before; babes have even been born
under the shelter of its roof.

It is scarcely too much to say that had this pier
not been available at Halifax, the embarkation of
troops would have been seriously hindered and
delayed, if not rendered impossible. From every
province in Canada, and from every state in the

United States, went men with the outpouring tide.
And when the ebb came—not quite so heavy, alas!
as the flow—those stolid walls were greeted with
a mighty salvo of cheers.

The methods by which the men were handled in
passing through this pier, were most effective. The
records showing the elapsed time between the ar-
rival of the troopships, and the departure of the
first and last trains, are astonishing, when it is
considered that each man had to be dealt with by
the military authorities and entrained.

THE WORK OF THE COLORED BATTALIONS

Canadian
Railways'
rails laid
in France.

In 1916, after mobile warfare had ceased, and
the armies had begun to "dig in", a call went
forth to all parts of the British Empire to supply
steel rails for war operations in France. Colonel
"Jack" Stewart, of the Canadian railway con-
tracting firm of Foley, Welch and Stewart, was
head of the railway troops in that country, and
was building railways at a rate which made the
European engineers gasp with astonishment. A
network of tracks was being laid, leading up al-
most to the battlefront, as everything depended
on keeping up supplies of food and ammunition
for the millions of troops lining the western front.
Construction work was eagerly rushed, for haste

was a vital necessity. Behind the German armies were networks of lines, many of which had been built in peace time right up to the French frontier, enabling the enemy to shift troops to any threatened sector of his line, or to quickly and secretly mass them for a thrust.

The Allies were therefore engaged in building a system of railways to serve their entire line, and the call came to Canada. This country responded by rushing all that could be obtained; even by tearing up tracks and thereby limiting her own lines of transportation.

The rails required were of the standard eighty-pound pattern, and were not easy to obtain. The Canadian National Railways helped to solve the problem by lifting them from sections of the Transcontinental Division between Moncton, N.B. and Levis, Que., and substituting an older standard of eighty-pound rail such as was then used on the main lines. West of Edmonton a joint section with the G. T. P. was arranged and then many more rails were released for the good cause.

To promote this work vigorously on the C. G. R., it was found that additional supplies of labor would have to be secured, so the services of a colored construction battalion then stationed at Truro, N.S., were requisitioned. This battalion

Colored troops do their bit.

numbered two hundred and forty men, with white officers. Early in January, 1917, they were taken to Moncton in special trains of colonist cars, one hundred and fifty being sent thence to Napadogan and eighty to Edmundston.

Under the direction of their own officers and the railway construction foremen, the colored soldiers worked well and maintained excellent discipline. Those who had charge of the work bear witness to the capacity of the colored troops, for performing hard work under very severe winter conditions. For days at a time, the cold was intense, the thermometer registering thirty below zero. The siding tracks had to be shovelled out, and picks were used to free them from beds of ice and hard-packed snow. In places, snow to the depth of fifteen feet had to be removed. Many of the troops were West Indians, quite unused to cold weather, but they stood the work well, and there were few cases of sickness and only two deaths among them.

About seventy miles of track were taken up, and replaced with the standard C. G. R. rails, and the work was finished late in March.

The men lived in Colonist cars, and had box cars fitted up for commissary. They were well clothed, being given an issue of sheepskin coats,

CANADIAN RAILS FOR FRANCE.

1.—A Spot from which the Rails had been removed. 2.—Lifting Rails on the G.T.P. Line in British Columbia. 3.—Rails ready for shipment.

heavy socks, caps, and lumbermen's overshoes.

After finishing this work, the colored battalion went overseas and took part in construction work in France, where they again rendered excellent service.

DEMOBILIZATION

The
home-coming.

When the armistice was signed in November, 1918, the war was over for the majority of the participants in it; but for the transportation companies, active and anxious times were ahead. Railwaymen generally, are agreed that, while larger bodies of troops were moved in a given time than was done during mobilization, work of demobilization was, on the whole, less trying. The troops were better disciplined. and their officers were experienced. There, was usually, sufficient n o t i c e given of the coming of the troopship.   A   certain

amount of preliminary work with regard to ticketing and so forth, could be done on board ship. The assembling of the trains could be done in the Canadian National Railways' own yards, right at the pier. The experience of over four years had tended to perfect the officials in the technique of handling big bodies of men. Equipment had been increased and improved during the war.

Following the sudden ending of hostilities, there arose a clamor from all over Canada to "bring the boys back home" — naturally enough; and while many people spoke of this performance as if it could be accomplished by the waving of some magician's wand, yet there were others who recognized the enormous work of transportation involved, and estimated the task as one which might prove to be of two years' duration. It is therefore, much to the credit of those having to do with the transportation of returning troops, that the work was practically completed in ten months. *Demobilization a work of Magnitude.*

As early as November, 1915, long before the work of mobilization had reached its height, the wounded had begun to come back. The first special train with returning troops was No. 86, on November 20th, which carried two hundred and forty-six invalided men from Quebec. From that

time on, parties were constantly arriving and the work of the Canadian National Railways in caring for their comfort by hospital trains and other means, was unceasing.

Demobilization Committee.

Active work for bringing home the returned men in large numbers may be said to have begun on January 8th, 1919, when the Demobilization Committee of the Canadian Railway War Board, consisting of Col. E. E. Clarke, H. H. Melanson, C. W. Johnston, and Walter Maughan held a meeting to decide how many troops could be handled monthly. Their estimate was as follows: January, 20,000; February, March and April, 30,000 each; May, 40,000; and 45,000 a month thereafter, when the St. Lawrence ports were open. For the demobilization movements the three large railway systems pooled a number of passenger train cars of all kinds.

From a railway standpoint, the problem was largely one of getting back "empties". A troop train from Halifax to British Columbia took about three weeks for the round trip. By disembarking at Quebec, it was estimated that nearly a week could be saved.

Montreal was the assembling point for cars for demobilization, and also the point from which information was distributed to all concerned

DEBARKATION SCENES.

1. Canadian Officers Debarking. 2.—Home Again! 3.—The S. S. Carmania
at Pier Two, Halifax, N.S. 4.—O, but it's good to be Home!

throughout the Canadian National system. The routings for all the Canadian roads were decided upon there.

In a report compiled by the Quartermaster-General, Major-General J. Lyons Biggar, attention is called to the services rendered by the transportation companies in the carrying of troops. ''Now that demobilization is virtually completed,'' says General Biggar, ''I would like to call your attention to the admirable services that have been rendered by the railway and steamship companies, during the war. All have given their best attention to make a success of the various movements''. General Biggar reports that the Canadian National Railways carried 612,451 troops; the Canadian Pacific Railway, 490,868; and the Grand Trunk, 423,712. These figures, of course do not correspond with other statements made herein, as to the number of troops carried. The same body of troops would be frequently carried on two or more railways, and would be counted on each road carrying them. The Canadian National Railways alone, carried over a million men, all told.

The system of handling returning troops. In demobilization, the first arrangement for handling troops was through the Clearing Depot to the various Military District Headquarters in different parts of Canada. What was known as a

"Furlough Letter" was prepared by the Military
Authorities, containing information as to the unit
to which the man belonged, his post office address,
and other information relative to reporting at
his district headquarters, the location of which
was shown on the furlough letter. Such letters
were turned over to the railway ticketing staff,
and a special form of ticket was used therewith.
The furlough letter might read, for example,
"Gunner John Smith, No. 4144, 28th Field Bat-
tery, No. 5 Queen Street, Belleville, Ont., report-
ing to Military District No. 3, Kingston, Ont."
The clerk handling this letter would issue a ticket
according to authorized route, say, via the Can-
adian National Railways to Montreal, Grand
Trunk Railway to Belleville. After the usual
fourteen days' furlough at home, Gunner Smith
would report back to his military district at King-
ston for discharge, using a special coupon of the
ticket, reading "Belleville to Kingston". The
additional coupons were of great help, obviating
the necessity of issuing a military transportation
warrant between such points.

The tickets, together with meal coupons, and
pay cheques, were attached to the furlough let-
ters, which were checked by the military auth-
orities and turned over to the Train Conducting

Officer, for distribution en route. Meanwhile the ticketed troops were being interviewed by a representative of the Soldiers Civil Re-Establishment Department; their English currency was exchanged for Canadian their berths furnished; and they were placed on the cars, after having received the attentions of the Citizens Reception Committee, the Y. M. C. A., the K. of C., the Salvation Army, and the various other agencies always waiting to give them drinks, cake, fruit, cigarettes, reading matter and so forth. Never a ship arrived, no matter at what time of the night, when the Halifax people failed to have someone there with a greeting.

The bloc
system of
Ticketting.

After March 4th, 1919, a different system of ticketing was adopted. The troops were ticketed en bloc, to their dispersal stations throughout Canada, being landed according to nominal rolls, and loaded directly on the trains. The Train Conducting Officer was furnished with a copy of the nominal roll, covering the entire party on the train, and after accompanying the railway representative through the train and making a complete check, tickets were made out by the railway representative en route. For instance, there might be fifty men for Victoria, one hundred and fifty for Vancouver, seventy-five for Calgary and

Homeward Bound. Canadian National Railways Ticketing Staff at Halifax Terminal.

fifty for Edmonton. All this number would re-
quire only four tickets. Upon arrival at their
dispersal stations, the men were discharged and
provided with transportation to the final destina-
tion.

Commencing about the first of July, 1919, our
soldiers, many accompanied by their wives and
children, began to return. They obtained a mili-
tary transportation warrant which was presented
to the railway ticketing staff, together with the
rail order furnished in England. Individual tick-
ets were then issued, the passengers being hand-
led just as regular steamship traffic.

Marvellous
Speed of
the troop
movement.

As already mentioned, the speed with which
troop movements were handled, was little short of
marvellous. It may be interesting to take a typi-
cal troop movement (not by any means one of the
largest) and follow its fortunes. The "Olympic",
(that great White Star liner, which during the war
carried troops between Halifax and Great Bri-
tain with the regularity of a ferry, and escaped
all the dangers of the route), arrived in Halifax
on July 8th, 1919. She docked at Pier Two, at
7.15. The first special, No. 1587, with 556 of all
ranks, pulled out at 7.40 routed via Canadian Na-
tional Railways to Montreal, thence via C. P. R.
to Vancouver. Special No. 1588, left at 8.02 via

Steamship "Aquitania" at Pier Number Two.

the same route for Calgary and Medicine Hat;
No. 1589 left at 8.15 with 258 of all ranks for St.
John, N.B.; No. 1590 at 8.35 with 380 for Winnipeg
and Port Arthur; No. 1591 at 8.50 with 327 for
Edmonton, Regina and Brandon; No. 1592 at
9.05 with 372 for London and Hamilton; No. 1593
at 9.42 for Toronto with 542; No. 1594 at 10.00
with 491 for Kingston, Montreal and Quebec; No.
1595 at 10.20 with 501 for Toronto, Kingston and
Montreal; No. 9596 at 10.45 with 492 for Ottawa,
Montreal, and Quebec; No. 1597 at 11.05 with 455
for Montreal.

The number of troops handled in this movement
was 5,430; the number of trains required, eleven;
the average time between trains, eighteen minutes.
This was under the "bloc" ticketing system.

A train
ticketed,
loaded and
despatched
every hour.

Here are some other disembarkation and des-
patching records, picked at random. It was the
sort of thing the staff there was doing as a regu-
lar duty. The Aquitania docked at 9.45 on Janu-
ary 25th, 1919. The first special was away in
fifty minutes; seven trains were despatched in a
little over three hours and the whole fourteen
were gone in fourteen hours. On March 27th, two
transports, the Minnekahda and the Cedric ar-
rived, and in less than twelve hours, fourteen
trains were ticketed and despatched. From the

"Olympic" on April 21st, eleven trains were sent away in five hours and forty minutes, and again the same ship was discharged on May 16th, fourteen trains being despatched in eight hours and twenty minutes. On February the 8th, the Carmania arrived a day ahead of her schedule, with 3,200 men, but all was in readiness, and six special trains were sent out, in two hours and fifteen minutes after she docked. On January 17th, the "Olympic" came in with 5,400 men. She docked at 10.55 a.m. and at 5.44 the next morning, the last of fourteen trains had left. The average record, under this system, was a train ticketed, loaded, and despatched, every hour.

One of the trying incidents which were always cropping up, happened on March 9th, 1919. Just after the unloading of the "Adriatic" had begun, a "mystery ship' entered the harbor. For some unknown reason, there had been no notice given that she was to arrive. It was found that she had on board 61 officers, 957 soldiers, and 250 civilians, discharged service men. They were all Imperial Army Reserves from different parts of Canada and the United States—old soldiers of many wars —and in anything but good humor at not being expected, and for other reasons. However, equipment was hurriedly assembled, the "grousers"

were jollied along by the ticketers and others, and in three hours, 1,048 passengers, in addition to those of the "Adriatic", were individually ticketed and sent off, singing "Good Old Halifax."

An incident in this connection which sticks in the mind, occurred to Mr. Hayes and Mr. Melanson, and helped to impress on them the great work the road was doing. On May 25th, 1919, the two officials mentioned were proceeding from Moncton to Halifax on the Maritime express. They were impressed with the frequency with which trains flashed past them, and on looking up the records, found that on that date twenty-eight trains had been handled over the Halifax division, including thirteen troop trains and a special with Premier Borden and party.

THE SOLDIER'S TRAVELLING HOTEL

Splendid "eats" in the Canadian trains.

No doubt the boys and girls (for whom among others this story of the war work of the Canadian National Railways is written) think of the Canadian soldier as an unfortunate, who had a very poor place to sleep; and often very poor and scanty food to eat. They will remember the words the old soldier puts to the bugle call for dinner:

"Pudding and pies, for officers' wives
and nothing but soup for soldiers!"

There is no doubt that the "board and lodging" which the soldier got in the field was often pretty rough, as it always must be in war time; but he had nothing to complain about, once he arrived on this side, and was handed over to the care of the Canadian National Railways. Nor did he ever complain. On the contrary he was never tired of praising the good food and comfortable sleeping accommodations prepared for him. How he was looked after in this respect is what you will learn in this story of the Soldiers' Travelling Hotel. Boys and girls (big and little) like to read about good things to eat; and this chapter will give a little insight into the work of that attractive place, the dining car of a "Canadian National" train.

The items and other particulars given here are for one big troop movement westward;* and for the purpose, we have taken the case of the troops who came back on the troopships "Caronia", "Northland" and "Minnekahda", all of which arrived at Halifax on the 22nd of May, 1919. It took no fewer than seventeen trains, with two hundred and ten cars, for this one troop movement. After the trains were all despatched, the yard master at Halifax began to look over his ground, and he found only one solitary colonist

* See appendix for detailed statement.

car, and it was a cripple, and booked for the re-
pair shops. When you consider that 8,203 men,
in addition to the car crews, had to be provided
for on this movement, you will perhaps not be so
surprised when you come to read the long lists of
provisions, given later on.

For the making up, provisioning, and general
"hotel" arrangements of all these trains, the
Sleeping and Dining Car Department of which
Mr. E. Cameron was the superintendent at Hali-
fax, was responsible.

**The Drill
Request.**
When he and his assistants received instruc-
tions from the passenger department at Moncton,
advising that on a given date certain boats with
so many soldiers on board would arrive at Hali-
fax, they began to estimate suitable trains for
the movement, according to its destination, and
consulted with that very important official, the
yard master. What is known to railroad-men as
a Drill Request is made out; it gets its name from
the fact that the cars are all "drilled" into line
from all quarters, just like soldiers. Every morn-
ing the yards are checked up showing all the cars
that are there, and their location. A shunting
engine is sent out, and the cars are marshalled at
the place desired. The Drill Request shows the
initials and number of each car, where it is lo-

HOME-COMING SCENES AT HALIFAX, N.S.
1.—Welcoming Crowds. 2.—Mounting the Gang Plank. 3.—Doughnuts for
every Soldier. 4.—A Shipload ready to Disembark.

cated, where it is to be placed, and the time it is placed.

Now, all the cars have to be cleaned, watered, iced, and provisioned. Each dining car steward is given his instructions—where the car is going, how many officers and men it is to carry; and the approximate number of meals to be served on the trip. If to Montreal, for example, there would be six meals; to Winnipeg, fifteen; to Vancouver, twenty-four; and so on. He then makes his food requisition accordingly, ordering from his menu, which for the troop trains, was about the same as the standard menu. Let us see what it was.

For breakfast, there was of course, oatmeal in winter and cornflakes in summer. And boys who sometimes make a fuss about eating their porridge should remember this: at least ninety-five out of every hundred soldiers would take oatmeal every morning. "This" says Superintendent Cameron (who is a Scotchman from Pictou County and knows the virtue of porridge) "is what won the war!" There was bacon and ham or, bacon and scrambled eggs, or sausage and bacon with plenty of bread and butter, tea or coffee. For invalids who could come to the table, the food was of course, a little less robust. They

would also get oranges or other fruit, marmalade,
and so forth.

For the mid-day meal, there was good soup,
with a great variety of meats and vegetables, pud-
dings, and so forth. Of course, all this was
changed from day to day. While during the
war, all restrictions with regard to fasting were
removed for soldiers, there was always a fish day
on a long trip, or on a Friday; but the Food Con-
troller always allowed the soldiers to have all
the sugar, white bread, and so forth they desired.
For dinner at night there was Irish stew, cold
meats, baked beans, pickles, cheese, jam and so
forth. You will have to look at that list to get
an idea of those meals, and how the soldiers must
have enjoyed them. The men used to be particu-
larly pleased with the good wheaten bread and
the generous squares of the best butter. They en-
joyed the fine fresh fish, cooked and served as well
as at the finest hotels, the well-baked pies, the de-
licious coffee, with plenty of cream and sugar.
When some of the big Scotchmen were set down at
a comfortable table with clean linen, and with a
bowl of porridge and big pitcher of cream before
them, they began to forget all their troubles.

It was not speed so much as comfort and refine- Comfort and
refinement
ment that the Canadian National Railways aimed the service.

at in feeding the returned men. Commissary cars were carried, in which the food was prepared and table cars where seventy-two men could be served at one sitting. The sergeant alltoted each man his place at a table covered with spotless linen. It took about twenty minutes for a meal, and only a few minutes more to re-set the table for the next detachment. And how they enjoyed it — the tea and coffee particularly. One waiter was kept busy pouring tea and coffee alone, and many of the men would take four or five cups.

Each patient in the Red Cross cars received from the diner, the special menu ordered by the nurse. These men were always the first to be served.

The sleeping accommodation was equally ample and good. The cars used were equipped colonist cars. Three men were placed to a section, or fifty-two to a car. For each section there were two mattresses, four pillows and four blankets. The bedding was fumigated each trip, and laundered as often as possible. The returned men were "great fellows to wash" as the porters used to remark. They never neglected bathing, shaving and washing, and as a natural result water was sometimes scarce, but there was never

any scarcity, so far as the invalids were con-
cerned.

EXPRESSIONS OF APPRECIATION

The most out-spoken expression of satisfaction American "Sammies" praise Canadian roads.
for the care and attention given them, came from
American troops who were occasionally carried
over the line. They were apparently not used to
such careful treatment. On one occasion for ex-
ample, a body of five hundred "naval ratings"
from the United States, came to Halifax via St.
John. At the latter place they were taken over
by the Canadian National Railways; here stan-
dard commissary and table cars, such as were
commonly used for Canadian troops were attached
to the train. Until they reached this point, they
had been depending for food on box lunches, or
such food as could be handed to them from the
Red Cross along the route. They were simply
astounded at the Canadian way of looking after
the soldiers. When they left the table cars, after
a bountiful meal amid refined surroundings, one
big sergeant declared: "Boys, we joined the
wrong army! Three cheers for the Canadian Na-
tional Railways!" The following letter is an in-
dication of the Government's appreciation of the
Canadian National Railways' services.

Dear Mr. Hanna,-

      Now that demobilization is practically completed, I think the Railway Committee, of which your Mr. Melanson is a Member, might be demobilised.

      On behalf of the Militia Department, I wish to express to you our very great appreciation of the wonderful services rendered during this trying period and particularly of the splendid work of Mr. Melanson. The task has been an enormous one and Mr. Melanson's ability has been outstanding and has been of the greatest possible benefit to this Department.

            Yours faithfully,

D.B. Hanna, Esq.,
President, Canadian Northern Railway,
Toronto, Ont.

MR. D. B. HANNA
President of the Canadian National Railways

CONCLUSION

All
measured-up
in the Great
War.

With all the evil of war, it is gratifying to re-
flect that some good comes out of it, also.   In
numberless instances, all over Canada, men and
machines were found, able to stand up under a
wholly unexpected strain, and to do more than
the greatest driving force would ever have thought
of calling upon them to do.   Necessity always
makes calls on human ingenuity and resourceful-
ness, on patience and cheerfulness, which, if res-
ponded to in the proper spirit, teaches valuable
lessons.

The experience of the management of the Can-
adian National Railways during the war, was that
the public was very reasonable, and always wil-
ling to suffer inconvenience or even discomfort
of a temporary nature.   When there was a heavy
troop movement, for example, between Montreal
and Halifax, ordinary dinings cars were taken off,
in order to release the staff for service on the
troop trains; but there was never any complaint.
The movement of ordinary freight and passenger
traffic had frequently to be suspended or delayed.
Excursion fares were abolished, and the ordinary
passenger fares raised; but in Canada as in
France, ''C'est la guerre'' was a sufficient explan-
ation always.

We must hope that the railways of Canada, all of which bore their share and played a big part in this work of military transportation, will never again be required for war purposes to repeat the exertions of the past five years; but if they should be, it is reassuring to know that they can meet every demand. The men in all departments of the Government railways feel the pride which any real man feels in a good bit of work, well done; and are glad to have had the experience, crowned as it was with success.

THOSE WHO FOUGHT AND FELL

While this volume deals with the civilian achievements of Canadian National Railways in the Great War· the conclusion would not be complete without mention of that noble throng of engineers, firemen, train-despatchers, conductors, mechanics, and office employees that heard the call of duty and with high courage and brave hearts· left their native land to face the gun-fire, shrapnel, and shell, and even death, if need be, in order to put down tyranny and wrong and to establish freedom for the generations to come.

On the firing line.

Some of those who left the "National Way" have returned bearing the scars of battle and are again filling their own particular niches in the

Our honor roll.   system; others have returned unable to fill their old places, while still others sleep beneath the poppy fields of France, but each and all have been a credit to the land for which they fought and have earned the undying gratitude of both their fellow employees and the country at large.

Canadian Northern Railways

5210 enlisted
 211 killed in action or "missing"
4376 re-employed up to February 24, 1920.

Canadian Government Railways

2333 enlisted
 170 killed in action or "missing"
1776 re-employed
   2 placed on Provident Fund

Total

7543 enlisted
 381 killed in action or "missing"
6152 re-employed
   2 placed on Provident Fund

APPENDIX

In the preceding story, the gigantic efforts of Canadian National Railways in the Great War and the skill and efficiency exhibited during those critical years, when millions of men and millions of tons of freight had to be carried safely and speedily across the country, have been related. But, in order that the war record of the railways may be complete and definitie, and that there may be no mistake as to the magnitude of the task which was performed, this appendix containing a detailed statement of the number of military, and related passengers carried, the amount and kinds of freight handled, and the equipment used in the handling of it, has been added.

Detailed Statement of Militia and Related Passengers Carried August, 1914, to November, 1919, by Canadian National Railways

Year	Via Canadian Govt. Rys.			Via Can. Northern Rys.			Total Complete No. of Passengers
	By Regular Trains	By Special Trains	Total No. of Passengers	By Regular Trains	By Special Trains	Total No. of Passengers	
Mobilization Movements							
Aug. 1914-Dec. 1915	53,002	46,687	99,689	70,346	83,366	153,712	253,401
Jan. 1916-Dec. 1916	80,943	195,522	276,465	86,588	37,434	124,022	400,487
Jan. 1917-Dec. 1917	98,846	124,606	223,452	44,442	5,813	50,255	273,707
Jan. 1918-Nov. 1918	119,602	116,495	236,097	57,961	17,100	75,061	311,158
Totals	352,393	483,310	835,703	259,337	143,713	403,050	1,238,753
Demobilization Movements							
Nov. 1918-Dec. 1918	11,175	15,702	26,877	12,138	235	12,373	39,250
Jan. 1919-Nov. 1919	118,927	219,639	338,566	43,061	2,000	45,061	383,627
Total Demobilization	130,102	235,341	365,443	55,199	2,235	57,434	422,877
Add Mobilization	352,393	483,310	835,703	259,337	143,713	403,050	1,238,753
Grand Total	482,495	718,651	1,201,146	314,536	145,948	460,484	1,661,630

Detailed Statement showing tonnage of Overseas Freight handled to Canadian Atlantic Ports by Canadian Government Railways—August, 1914, to September, 1919, inclusive.

Year	Military and Naval Equipment and Munitions	Food Stuffs	Rails	Lumber	Boats	Motor Trucks	Live Stock	Miscellaneous	Total
					Number of Tons of Commodities.				
1914	967	2,770					8,528	1,096	13,361
1915	19,906	83,386		71		1,810	3,317	14,939	122,619
1916	57,822	148,522		17,255	2,366	10	1,248	4,534	231,757
1917	148,789	137,882	88,249	71,391			2,503	5,595	454,409
1918	106,144	181,630		29,195	30		416	7,265	324,680
1919	13,192	204,043		28,199				18,267	263,701
Totals	346,010	758,233	88,249	146,111	2,396	1,820	16,012	51,696	1,410,527

Detailed Statement showing tonnage of Steel Forgings handled over Canadian Government Railway System, Trenton and Sydney, N.S., during period October, 1914, to December, 1918.

Year	From Trenton, N. S. Number of Tons		From Sydney, N. S. Number of Tons		Total No. Tons
	To Points Montreal and East	To Points West of Montreal	To Points Montreal and East	To Points West of Montreal.	
1914	78	761	55		894
1915	17,229	11,732	6,645		35,606
1916	34,018	33,425	51,630	25,527	144,600
1917	21,490	28,471	82,880	48,857	181,698
1918	9,424	9,681	23,677	21,124	63,906
Totals	82,139	84,070	164,887	95,508	426,604

Detailed Statement of Special Train Service account Militia and Related Traffic over Canadian National Railways.—August, 1914-November, 1919.

Year	Canadian Government Rys.			Equipment Used				Canadian Northern Rys.			Equipment Used			
	Number of Special Trains	Special Train Miles	Engines	Baggage Cars	Day Coaches and Colonist Cars	Diners and Comm'y Cars	Sleeping and Hospital Cars	Number of Special Trains	Special Train Miles	Engines	Baggage Cars	Day Coaches and Colonist and	Diners and Comm'y Cars	Sleeping and Hospital Cars
Mobilization Movements														
Aug. 1914-Dec. 1915	127	80,648	680	132	864	104	93	203	89,044	223	194	2,738	62	38
Jan. 1916-Dec. 1916	410	307,225	2,530	444	3,641	511	611	112	24,599	232	85	2,229	67	14
Jan. 1917-Dec. 1917	318	179,432	1,789	369	1,800	344	858	24	9,155	78	16	995	18	6
Jan. 1918-Nov. 1919	311	229,309	1,898	339	1,775	320	1,123	64	33,970	274	45	1,376	35	12
Totals	1,166	796,614	6,897	1,284	8,080	1,279	2,685	403	156,768	807	340	1,338	182	73
Demobilization Movements														
Nov. 1918-Dec. 1918	46	44,458	330	41	227	63	70	2	1,412	11	1	218		
Jan. 1919-Nov. 1919	597	459,050	3,655	647	4,220	1,065	915	8	8,928	72	8	440	16	667
Total Demobilization	643	503,508	3,985	688	4,447	1,128	985	10	10,340	83	9	658	16	667
Add Mobilization	1,166	796,614	6,897	1,284	8,080	1,279	2,685	403	156,768	807	340	1,338	182	73
Grand Total	1,809	1,300,122	10,882	1,972	12,527	2,407	3,670	413	167,108	890	349	7,996	198	740

Statistics showing Militia and Related Passengers and Freight Traffic carried over Canadian National Railways, Period, August, 1914, to November, 1919

SUMMARY

DESCRIPTION	Via Can. Govt. Rys. to Nov. 1919	Via Can. Nor. Rys to Aug. 1919	Totals
Total No. of Passengers—embracing Canadian Military and Naval and other Forces, Military Dependents, Etc.			
No. by Regular Trains	482,495	314,536	797,031
No. by Special Trains	718,651	145,948	864,599
Totals	1,201,146	460,484	1,661,630
Details of Special Trains for Militia and Related Pasengers			
No. of Special Trains	1,809	413	2,222
" Engines used	10,882	890	11,772
" Baggage Cars used	1,972	349	2,321
" Colonist Cars & Coaches used	12,527	7,996	20,523
" Din. & Commissary Cars used	2,407	198	2,605
" Sleeping & Hospital Car- used	3,670	740	4,410
Total Equipment Used	31,458	10,173	41,631
Total No. Special Train Miles (not including empty movements) equivalent to 5 2/5 times around world	1,300,122	167,108	1,467,230
Military Freights carried embracing Equipment, Provisions, Ammunition, etc.	Tons 1,410,527		
Overseas freight to Canadian ports			
Steel forgings from mills at Trenton and Sydney, N.S., to other Canadian points for ammunition manufacture	426,604		
Total	1,837,131		
Equivalent No. of freight trains (1,000 tons each.)	1837 trains		

ONE TROOP MOVEMENT

Ex. Troop ships "Caronia", "Northland" and "Minnekahda", May 22, 1919.

The following particulars of the food requisitioned, the number of employees on the cars, and movement of this one body of troops, will be of interest.

SUPPLIES ISSUED FOR ONE BODY OF TROOPS

One body of troops ate all this.

Beef, Loin	1380	Lbs.
Beef, Roast	800	"
Beef, Leg	12800	"
Lamb, Side	5700	"
Liver	1400	"
Pork, Loin	368	"
Sausages	1800	"
Brawn	3400	"
Corned Tongue	450	"
Chickens	3400	"
Haddock	510	"
Halibut	320	"
Cod	460	"
Mackerel	308	"
Bacon	5650	Lbs.
Corned Beef	4500	"
Ham	2000	"
Finnan Haddie	3600	"
Cabbage	4500	"
Carrots	1360	"

Lettuce	39 Doz.
Onions	2300 "
Parsley	102 Bunches
Potatoes	254 Bushels
Tomatoes	290 Lbs.
Turnips	1320 "
Apples, Table	22 Pks.
Apples, Cooking	17½ Bushels
Bananas	35 Doz.
Grape Fruit	348 "
Oranges	36 Cases
Lemons	34 Doz.
Tongue	38 Tins
Beans, Wax	768 "
Beans, Baked, 3 Lb.	2496 "
Corn, 2 Lb.	768 "
Peas, French	768 "
Pumpkin	240 "
Tomatoes	1368 "
Peaches, 3 Lb.	240 "
Pears, 3 Lb.	240 "
Marmalade	1100 Lbs.
Raspberry Jam	700 "
Strawberry Jam	700 "
Peach Jam	700 "
Plum	700 "
Prunes	1700 "
Allspice, Ground	8½ "
Baking Powder	33 "
Barley	115 "
Bath Brick	32 "
Brass Polish	32 Lbs.
Bread, Brown	270 Loaves
Bread, White	14400 "

Butter, Table	5600	Lbs.
Butter, Cooking	600	"
Coffee	1150	Lbs.
Catsup, Tomato	200	Bots.
Condensed Milk	17	Cases
Charcoal	116	Bushels
Chow Chow	342	Bots.
Cheese, Canadian	1610	Lbs.
Corn Starch	34	Pkgs.
Cloves, Ground	$4\frac{1}{4}$	Lbs.
Corn Meal	92	Lbs.
Corn Flakes	1260	Pkgs.
Cinnamon	$4\frac{1}{4}$	Lbs.
Crackers, Soda	1270	"
Cream, Qts.	140	"
Currants	270	Pkgs.
Dutch Cleanser	58	Tins
Eggs	1800	Doz.
Extract Lemon	228	Oz.
Extract Vanilla	228	"
Flour	1150	Lbs.
Ginger, Ground	$4\frac{1}{4}$	"
Jelly Squares	216	Pkgs.
Knife Polish	17	"
Lard	127	Lbs.
Lye, Concentrated	46	"
Mince Meat	225	"
Milk	1720	Quarts
Klim	1220	Lbs.
Nutmegs, Ground	$4\frac{1}{4}$	"
Oatmeal	1400	"
Olives	138	Bots.
Olive Oil	17	Quarts
Pepper, Black	23	Lbs.

Pickles	270	Bots.
Poultry Dressing	5½	Lbs.
Raisins, Cooking	270	"
Rice	635	"
Sago	330	"
Salt, Table	306	"
Sapolio	58	"
Soap, Kitchen	1270	"
Soap, Toilet	276	"
Salad Dressing	70	Bots.
Sauce, Worcester	82	"
Silicon	58	"
Split Peas	1450	Lbs.
Sugar, Cut Loaf	205	"
Sugar, Granulated	4600	"
Sugar, Pulverized	176	"
Tapioca	315	"
Tea, Black	320	"
Vinegar, Table	66	Quarts
Tooth Picks	17000	
Matches	420	Boxes

SLEEPING AND DINING CAR EMPLOYEES REQUIRED

Dining Car Stewards	19
" " Chefs	19
" " 2nd. Cooks	19
" " 3rd. Cooks	19
" " 4th. Cooks	19
" " Waiters	91
" " Pantrymen	4
Sleeping Car Conductors	4
" " Porters	24
Colonist Car Porters	135
Total	353

Rolling Stock Required

Baggage Cars 17
Commissary Cars 15
Table Cars 5
Help Cars 10
Dining Cars 4
Standard Sleeping Cars 23
Tourist Sleeping Cars 1
Colonist Cars 135

Total........................ 210

Bedding for Colonist Sleepers

Pillows 7062
Blankets 9416
Mattresses 4708
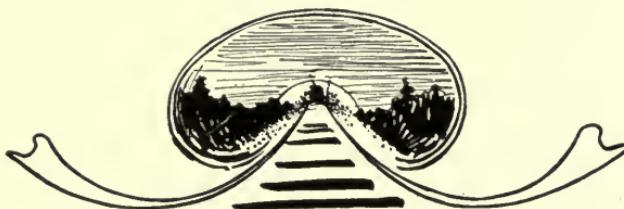
CANADIAN EXPEDITIONARY FORCES AND THEIR BATTLES

Canada's total enlistment during the four years of the Great War was 595,441, of which number 418,052 proceeded overseas. In addition to the latter there left the shores of Canada for the seat of war 14,590 British and Allied reservists and several thousand young Canadians who had enlisted in the Royal Air Force. Total number of Canadians enlisted in the Royal Air Force was 21,169, but no figures are available showing the number that went overseas. The first expeditionary force of over 33,000 men sailed from Gaspé Basin October 3, 1914, landing at Plymouth thirteen days later. The first Canadian contingent to land in France (preceded by certain units) arrived there during the second week in February, 1915, and at once proceeded to Flanders. Casualties suffered by the Canadian expeditionary forces during the war numbered 232,933, or over 55 per cent. of the total that went overseas. Of this total 35,684 were killed in action, 12,437 died of wounds, 4,057 of disease, and 4,682 presumed to be dead. The wounded numbered 155,839.

PRINCIPAL BATTLES IN WHICH CANADIANS PARTICIPATED.

The principal battles in which Canadians took part in France and Flanders were as follows:

1915   MARCH 13.—Neuve Chapelle, in which the Canadian troops received their first baptism of fire.

APRIL 22-23.—Second Battle of Ypres, in which the Canadians held their position after the French Colonial troops had been driven from the trenches by an attack of poisonous gas, followed by an avalanche of German man power. In the words of Sir John French, the Commander-in-chief, ''The Canadians held their ground with a magnificent display of tenacity and courage and averted a disaster which might have been attended with the most serious consequences.''

APRIL 24-25.—Battle of St. Julien, when the Canadian troops, notwithstanding frightful losses, held the integrity of the Allied line and effectually checked the enemy's further advance.

MAY 20-26.—Battle of Festubert—described by military authorities as one of the clearly defined battles of the war—in which the Canadians played a gallant and glorious part.

JUNE 15.—Battle of Givenchy, in which the Canadians, by taking the first line German trenches and performing other acts of gallantry, again re-

ceived warm enconiums from the British Com-
mander-in-chief.

APRIL 3-20.—Battle of St. Eloi. This was the 1916
most serious engagement in which the Canadians
had been involved since the second Battle of Ypres,
their losses being very heavy.

JUNE 1-3.—Battle of Sanctuary Wood. The
bombardment by the Germans was in this battle
the heaviest since the beginning of the war and the
Canadians lost heavily, while Major-General Mer-
cer was killed and Brigadier-General Williams
made prisoner.

JUNE 1-6.—Battle of Hooge (practically a con-
tinuation of the last-named battle) and in which
the Canadians recovered lost territory.

SEPTEMBER 1.—Battle of the Somme, in which
the Canadians again greatly distinguished them-
selves.

SEPTEMBER 15-16.—Battle of Courcelette. This
was the first real offensive of the Canadians, the
Fourth, Fifth and Sixth Brigades taking part in
an advance which even a German barrage could not
stop. Objectives were reached and held.

APRIL 9-11.—Capture of Vimy Ridge, the Can- 1917
adians gaining the summit, (after other troops had
on two previous occasions failed) and driving the
Germans down the eastern slope.

1917   JUNE.—Capture of Arleux. In advancing to the attack the Canadians resolutely passed through two German barrages, while Arleux was strongly protected by machine guns. "I feel proud in commanding the Canadians," was the message sent by Lord Byng after the objective had been attained.

JULY 22.—Canadian troops in the Lens area, by a sudden attack, carried German trenches on a considerable frontage, to be followed by additional gains a few days later.

AUGUST 15.—Battle of Loos, in which the Canadians captured famous Hill 70 and gained ground to a depth of two miles.

OCTOBER 26-NOVEMBER 10.—Battle of Passchendaele. First, Second, Third and Fourth Canadian Divisions, after a series of assaults, carried German positions on high ground northeast of the village of Passchendaele, an enterprise in which they lost 15,000 men.

NOVEMBER 25.—A squadron of Fort Garry Horse, under heavy machine gun fire, charged and captured a German field battery near Masnières, and although they lost 79 men out of a total of 123 they brought prisoners back. In principle it was a repetition of the charge of the "Six Hundred" at Balaclava.

MARCH-APRIL—During these months while the [1918] Allies were developing their counter-stroke against the enemy, the Canadians were held in reserve around Lens. They were, however, kept well employed in minor active fighting at various points, including Lens, Arras and Vimy, and on April 1 captured Moreuil and a wood to the north.

AUGUST 8-10.—Battle of Amiens, in which the Canadians were used as a spear-head in the attack. "I desire to place on record my sincere appreciation of the conspicuous and highly successful part played by the Canadian Force in the Battle of August 8," read a message of congratulation under the authority of the British Commander-in-Chief.

AUGUST 12-17.—The Canadians, in process of an advance on the Luce, captured Le Quesnoy, Mancourt, Chilly and Hallu. "It was the advance of the Canadians on the Luce," says one authority, "that was the core and crux of the operation." During this operation the Canadians captured 10,000 prisoners, 150 guns, 1,000 machine guns, and twenty towns and villages.

AUGUST 26-28.—Canadians made a new and important advance southeast of Arras, during which they took Wancourt, Guemappe, Monchy-le-Preux and Drocourt-Queant, the last-named being on the

threshold of the Hindenburg line. This operation
military authorities declare to be "one of the most
remarkable exploits of the war." On the 28th, in
conjunction with Scottish troops, the Canadians
captured Pelves and Bovy.

SEPTEMBER 1-2.—Canadians took the Hinden-
burg fortifications of Dury, Viller-les-Cagnicourt
and Cagnicourt. This operation broke the German
line switch west of Arras for a distance of six
miles. "It is a remarkable military feat," de-
clared a British authority. During this operation
the Canadians captured 10,000 prisoners, 95 field
and heavy guns, and 1,016 machine guns; but had
11,000 casualties. During the two months' fight-
ing the Canadians captured 69 towns and villages
from the Germans.

OCTOBER 1-9.—Battle of Cambrai. During the
first day three Canadian Divisions defeated ten
German Divisions, inflicting heavy slaughter. On
October 9, after capturing Culvillers and suburbs
of Cambrai, the Canadians entered the latter city
at the head of the conquering forces. Canadian
casualties in this operation were 16,000.

OCTOBER 20.—Capture of Denain by the Canadi-
ans.

OCTOBER 24-NOVEMBER 2.—Canadians, fighting a
severe battle, made a crossing over the Scheldt

canal, and after taking twenty-eight towns and 1918 villages, supported by a British Army Corps, captured and entered Valenciennes, and advanced beyond the town.

NOVEMBER 11.—Capture of Mons. This was accomplished early in the morning by the Third Canadian Division, all the Germans defending the city being killed or taken prisoners. And thus it fell to the honor of Canadian troops to administer the coup de grace to the German army in the last day of the war.

From July 16 to November 11, 1918, Canadian troops captured 31,537 prisoners and 623 guns and some thousands of machine guns.

ENROLLED IN THE CANADIAN ARMY

This list of names of regular employees of the Canadian National Railways who were enrolled in the Canadian Army during the Great War was compiled from the best available records kept by the various branches of the Railways' Service.

ABBREVIATIONS

W.	—	Wounded.
G.	—	Gassed.
S.S.	—	Shell Shock.
D.	—	Died.
D.O.W.	—	Died of Wounds.
K. in A.	—	Killed in Action.
M.	—	Missing.
M.B.K.	—	Missing, believed killed.

V.C.	—	Victoria Cross.
D.S.O.	—	Distinguished Service Order.
M.C.	—	Military Cross.
M.C. & B.	—	Military Cross and Bar.
D.F.C.	—	Distinguished Flying Cross.
C. de G.	—	Croix de Guerre.
B.C. de G.	—	Belgian Croix de Guerre.
It. C. de G.	—	Italian Croix de Guerre.
D.C.M.	—	Distinguished Conduct Medal.
D.S.M. & B.	—	Distinguised Conduct Medal and Bar.
M.M.	—	Military Medal.
M.M. & B.	—	Military Medal and Bar.
N.B.M.	—	Naval Bronze Star.
M.S.M.	—	Meritorious Service Medal.
F.W.C.	—	French War Cross.
R.O. St. G.	—	Russian Order of St. George.
R.O.St.A.	—	Russian Order of St. Andrew.
St.G.C.	—	St. George's Cross.
M.D.	—	Mentioned in Despatches.
M.S.	-	Mons Star.
1914-15 S.	—	1914-15 Star.
G.S.M.	—	General Service Medal.
W.M.	—	War Medal.
B.G.S.M.	—	British General Service Medal.
K's. M.	—	King's Medal.
M. de H.	--	Medaille D'Honneur.

Barnhill, I. L......Truro	———	
Baron, H ....Winnipeg	———	
Barr, A..........Calgary	———	
Barraclough, T....Dauphin	———	
Barret, I..........Rainy River	———	
Barrie, J..........Winnipeg	———	
Barrieault, J.L.A...Moncton	———	
Barry, N..........Redditt	———	
Barter, J. E.......French Village	———	
Bartlette, F. G....W. Lines	. W.	
Bartlow, T. F.....Halifax	———	
Barton, A. E.....Moncton	———	
Barton, F. W.....Halifax	———	
Barton, J. H.....Moncton	———	
Bartrup, J........Winnipeg	———	
Baskin, R. F....:.Winnipeg	W. 1914-15 S.	
Bassett, J. J. S. H..Lac Ste Anne	———	
Batchelor, E. T....W. Lines	W.	
Bate, F. W........Winnipeg	W.	
Bateman, A. R....Winnipeg	———	
Bateman, J. W. J..Edmonton	———	
Bates, F..........Kamsack	———	
Batt, A. G........Edmonton	———	
Batt, H. C........Pacific D.	———	
Batteston, S......Winnipeg	———	
Battis, J. S.......Moncton	K. in A.	
Baxter, C. R......W. Lines	———	
Bazillian, W. H....St. John	1914-15 S.	
Beack, A..........	———	
Beal, C. B........Big Valley	———	
Beaman, W. W....Moncton	———	
Beames, T. H.....Pacific D.	K. in A.	
Bears, W..........Winnipeg	W.	
Beaton, J.........Pacific D.	———	
Beattie, J. J......Prince Albert	———	
Beattie, W........Winnipeg	———	
Beaudoin, E......Levis	———	
Beaudreau, J......Halifax	———	
Beaudro, R. F.....Cochrane	———	
Beaulieu, J. A....Chaudiere Jct	———	
Beaulieu, J. C. E...Riv. du Loup	———	
Beaulieu, J. N. O..Riv. du Loup	———	
Beaulieu, L. J. A...Cochrane	———	
Beaumont, B. B...Halifax	———	
Beaupre, J........Joliette	———	
Beautridge, W.....Winnipeg	———	
Beazly, F. A......Stewarts	———	
Bechard, C. E.....Edmundston	———	
Bechard, C. J.....Edmundston	———	
Beck, E..........Halifax	———	
Beckier, F........Westville	———	
Bedford, F. K.....Moncton	———	
Bedwell, T. B.....Emerson Jct.	———	
Beer, H..........Winnipeg	———	
Beers, J. R.......St. John	———	
Bergeron, G......Bridge	———	
Begg, J. C........Calgary	D. of W.	
Begin, J. E.......Chaudiere Jct	———	
Begin, J. J. B.....Bridge	———	
Begin, R..........Levis	———	
Behan, J..........Toronto	———	
Belanger, J. A.....La Tuque	———	

Belanger, J. A.....Chaudiere Jct	———	
Belanger, J. A. B...Holliday	———	
Belanger, J. J......Campbellton	K. in A.	
Belanger, R.......La Tuque	———	
Belcher, J. A......Winnipeg	———	
Belfoy, A. McD....Kamloops	———	
Bell, A..........Winnipeg	W.	
Bell, A. J........Saskatoon	———	
Bell, D..........Transcona	———	
Bell, E..........Rosborough..	———	
Bell, E. D........Edmonton	———	
Bell, G..........Rainy River	———	
Bell, G. A........Moncton	1914-15 S.	
Bell, H..........Prince Albert	———	
Bell, J. B........Pacific D.	———	
Bell, Leo.........Halifax	K. in A.	
Bell, W..........Edmonton	———	
Bell, W. A........Bridgewater	———	
Bell, W. C........Sudbury	———	
Bell, W. R........Truro	———	
Belleau, J. T......Chaudiere Jct	———	
Bellefontaine, J. V.Halifax	———	
Bellevance, C......Edmunston	———	
Bellevance, E......Vandry	———	
Bellevance, L......Fitzpatrick	———	
Belliveau, J. A....Moncton	———	
Belliveau, M......Moncton	W.	
Belliveau, V. P....Moncton	———	
Bellong, F. J......Pacific D.	———	
Belt, P. R........Capreol	———	
Belyea, L. J.......Moncton	———	
Belzile, A........Riv. du Loup	———	
Belzile, C. E......Levis	———	
Bennett, G. A.....Winnipeg	W.	
Bennett, G. S.....Ft. William	———	
Bennett, G. S.....Ft. William	———	
Bennett, H. M.....Calgary	D.C.M. & M.D.	
Bennett, H. J......Dauphin	W.	
Bennett, J. C......Moncton	W.	
Bennett, R. H.....Winnipeg	———	
Bennett, T. G......Moncton	———	
Bennett, W. A.....Ont. Div.	———	
Bennett, W. P.....W. Lines	———	
Behau, J. J........Toronto	M.S.M. & M.D.	
Benn, T..........Brandon	G.	
Benson, A........Winnipeg	———	
Benson, F........Winnipeg	———	
Benson, H. L......No. Bay	———	
Benson, J........Transcona	———	
Benson, J........Winnipeg	W.	
Bensteud, J.......Birds Hill	———	
Bentley, F. R.....Longue Pointe	G.	
Berch, G.........Pacific D.	———	
Berg, O. C........Avonlea	———	
Bergeron, J. A....Chaudiere Jct	———	
Bergeron, J. E.....Chaudiere Jct	———	
Bernard, E. B.....Chatham	K. in A.	
Bernard, R. F.....Moncton	———	
Bernard, V. J......Moncton	W.	
Bernier, J. J. H....Levis	———	
Bernier, J. L......Parent	———	

Berry, B. C......Gladstone	——	
Berry, E. M......Hanna	K.in A.	
Berry, H. N......Edmonton	——	
Berry, T.........	——	W.
Berry, W........Graham	W.	
Berryman, L.....Moncton	M.	
Bertrand, G......Bolger		
Berube, L.........Edmundston	——	
Best, T..........Halifax	——	
Bethell, H. W.....	——	
Berthier, A. H.....Winnipeg	——	
Bethune, J........Graham	——	
Bevan, W. H. B...	——	{ W. / D.C.M. & / M.D.
Bevis, J..........Winnipeg	——	
Bible, G. H.......Pt. Arthur	——	
Bickerstaff, H.....Toronto	——	
Bickerton, T.F. ...Winnipeg	——	
Bickford, H. J.....Saskatoon	——	
Bicqua, F........Transcona	——	
Biddington, A. V...Moncton	——	
Biers, B. W.......Cochrane	——	
Biers, R. H.......Cochrane	——	
Biggane, M. D.....Brandon	——	
Billing, C. P......Winnipeg	——	
Billings, A........Toronto	——	
Bilodeau, L........Parent	——	
Bird, McC. H.....Graham	——	
Birkett, R. C......Radville	W.	
Bishop, B.........Moncton	——	
Bishop, E. H......Moncton	——	
Bishop, H. A......Pt. Arthur	——	
Bishop, L. LeR....Moncton	——	
Bishop, R.........Moncton	M.	
Bishop, S. E......Moncton	——	
Bissett, J........Winnipeg	——	
Black, A.........Rainy River	——	
Black, A.........Lytton	——	
Black, H. J.......Cochrane	——	
Black, J..........Winnipeg	——	
Black, N. J.......D.2/3 C Div	——	
Black, W.........Pt. Arthur	——	
Black, R. H......Moncton	——	
Black, R. N......Moncton	——	
Black, W. H......Leaside	{ W. / M.M.	
Black, W. D......Moncton	——	
Blackburn, L. R...Englefield	——	
Blackman, W......Halifax	——	
Blackmore, F......Winnipeg	——	
Blackstock, J.....Halifax	——	
Blackwell, E......Winnipeg	——	
Blackwood, W.....Toronto	——	
Blair, C. W.......New Glasgow	W. MC	
Blair, R.........Strathcona	——	
Blais, D..........Jellicoe	——	
Blakney, D. Z.....Moncton	——	
Blake, J..........W. Lines	——	
Blake, L. J.......Moncton	G.	
Blakely, A. P.....Moose Jaw	——	
Blakeney, G. A....Moncton	——	
Blakeney, H. H....Moncton	W.	

Blanchard, J. A....Moncton	——
Bland, W. E......Cochrane	——
Blankhorn, C. T...	——
Blatchford, W. H..St. John...	——
Blatchley, J. E. Winnipeg	——
Bleakney, C. R....Moncton	——
Bleakney, H. E....Moncton	W.
Bleakney, V. A....Moncton	D.C.M.
Blezzard, J.......Winnipeg	——
Blouin, J. A......Limoilou	——
Blower, A. E......N. Battleford	W.
Bloxam, A. R.....Winnipeg	——
Blue, D. L.......Campbellton	——
Blyth, J..........Winnipeg	——
Bodley, H. E......Smith's Falls	——
Bodmin, V. G.....Oakpoint	——
Bodner, F........Hanna	——
Boileam, O. H.....Ottawa	——
Boite, H. J.......Halifax	——
Boivin, W. A......Warren	——
Bolter, G. J.......Capreol	——
Bond, J. E........Moncton	——
Boneham, T.......Wawanesa	——
Bonnell, J. A......Graham	——
Booker, G........Winnipeg	——
Booth, D. C. G....	——
Booth, G. S.......Kamloops	——
Booth, W........Winnipeg	——
Borbridge, J. J.....Montreal	——
Borden, W........Edmonton	——
Borg, C. (No. 2)...Transcona	——
Borland, V. J......Vancouver	——
Borrman, A. W....Winnipeg	——
Borthwick, T......Winnipeg	——
Bosby, J..........Pacific D.	——
Bosse, J. L. S......Chaudiere Jct	——
Boswell, M. L.....Halifax	——
Bott, D...........Joliette	——
Bott, G...........Toronto	——
Bouchard, J. M....Lac Chat	——
Boucher, F........Moncton	——
Boucher, J. L. P...Chaudiere Jct	——
Boucher, J. R.....Moncton	——
Boucher, T. M.....Regina	M.M.
Boucher, J. P. A...Chaudiere Jct.	——
Bouchley, J.......	——
Boucier, J. G. E...Chaudiere Jct	——
Boudreau, C......Moncton	——
Boudreau, J. A....Bathurst	W. & G.
Boudreau, J. A....Moncton	——
Boudreau, J. A. H. A...Campbellton	——
Boudreau, J. J.....Halifax	——
Bouffard, E.......Quebec	——
Bouilanne, T. S....Levis	——
Bourgelas, A......Parent	——
Bourgeois, A......Moncton	——
Bourgeois, A......Moncton	——
Bourgeois, A......Moncton	——
Bourgeois, C. J....Moncton	——
Bourgeois, J. L....Moncton	——
Bourgeois, J. P....Moncton	——
Bourgeois, J. P....Moncton	——
Bourgeois, S. H....Moncton	——

Bough, F. R.......Willimar   1914 15 S.
                                      W.

Bourque, F. J.....Pt. Tupper   ———
Bourque, J. C.....Moncton   ———
Bourre, A.........Rainy River   ———
Bourrett, J. A. B...Dauphin   ———
Boushie, S........Campbellton   ———
Bouts, H..........Winnipeg   ———
Bouthellette, S....Levis   ———
Boutilier, E. G....Halifax   ———
Bovard, W. J......Moncton   ———
Bovyer, E. R......Charlottetown   ———
Bowen, J. A.......Winnipeg   ———
Bower, E..........Regina   ———
Bower, E. J.......Graham   ———
Bowers, W. M.....Transcona   ———
Bowlan, J. J......Charlottetown   ———
Bowler, P. H......Port Mann   ———
Bowles, G.........Winnipeg   ———
Bowles, H. G......Halifax   ———
Bowley, H. S......Edmonton   ———
Bowling, F........Edmonton   ———
Bowling, H. T.....Edmonton   ———
Bowlt, T..........Saskatoon   ———
Bowman, H........Winnipeg   ———
Bowman, W........P. LaPrairie   ———
Bowser, E. M.....Moncton   ———
Bowser, V. A......Halifax   W. MS.
Boyce, A..........Neepawa   ———
Boyce, J. C.......Big Valley   ———
Boyd, A. G........Halifax   ———
Boyd, D...........Moncton   ———
Boyd, H. M.......Moncton   M.
                                      W.
Boyd, G. T........Winnipeg   1914-15 S.
                                      M.M.
Boyd, J. B........Pacific D.   ———
Boyd, R...........Winnipeg   ———
Boyes, J. C.......Vancouver   ———
Boyle, G. S.......Moncton   ———
Brackner, W. J....Toronto   ———
Bradley, C. E.....Transcona   M.
Bradley, G. E. C...Winnipeg   { W.
                                     M.M.
Bradley, G. F.....Winnipeg   ———
Bradley, G. H.....Winnipeg   ———
Bradley, W........Winnipeg   ———
Bradshaw, J. J....Winnipeg   ———
Bragg, E. C. F....Edmonton   ———
Braham, A.........Regina   ———
Brahan, J.........Saskatoon   ———
Brandolin, V......Winnipeg   ———
Brannan, J........Saskatoon   ———
Branson, F........Edmonton   ———
Brekham, G........Belmont   ———
Briars, J. A......Plumas   ———
Bridger, H. C.....Winnipeg   W.
Bridle, W. J......Winnipeg   ———
Briggs, W.........Brandon   W.
Briggen, J. E.....Cochrane   ———
Brignell, W. W....Bridgewater   ———

Brillant, J. B. A...Bic   { D. of W.
                                   { M. C. and
                                      V. C.
Brindle, W........Cochrane   ———
Brinston, H. W....Transcona   ———
Briscoe, W. A.....Winnipeg   ———
Bristol. A. J......Toronto D.   ———
Briveau, W. J.....N. Bay-Pem-   W.
                      broke
Bromley, B........Pacific D.   ———
Bromley, F. F.....Transcona   ———
Brook-Smith, E....Pacific D.   ———
Brooks. G. S......Transcona   D. of W.
Brooks, H.........Winnipeg   ———
Brooks, J.........Kamsack   ———
Brooks, J. B......Moncton   ———
Brooks, J. L......Saskatoon   ———
Brooks, N.........Transcona   ———
Brooks, W. H......Regina   W.
Broomfield, P.....Winnipeg   ———
Brophy, B.........Ft. William   W.
Brophy, E. A......Mission   ———
Brough, G.........Winnipeg   ———
Broughton, E......Winnipeg   ———
Broughton, J......Winnipeg   W.
Brousseau, L......Bridge   ———
Brown, B..........Toronto   ———
Brown, B. R.......Parry Sound   ———
Brown, C. D.......Moncton   ———
Brown, C. R.......Moncton   ———
Brown, C. W.......Halifax   ———
Brown, F. H.......Moncton   ———
Brown, F. R.......Halifax   ———
Brown, G..........Edmonton   ———
Brown, G..........Transcona   ———
Brown, G. M.......Toronto   ———
Brown, H..........Winnipeg   ———
Brown, H. G.......Kindersley   ———
Brown, H. A.......Saskatoon   ———
Brown, I. A.......Anagance   ———
Brown, I. L.......Winnipeg   ———
Brown, J..........N. Battleford   ———
Brown, J..........Winnipeg   M.M.
Brown, J. C.......Transcona   ———
Brown, J. G.......Transcona   W. & G.
Brown, J. L.......No. Regina   W.
Brown, J..........   ———
Brown, J. R.......Smooth Rock F.   ———
Brown, M..........Belmont   ———
Brown, R..........Winnipeg   ———
Brown, R. E.......Kamloops   ———
Brown, R. S.......Div. 1 C.Dist   ———
Brown, R. J.......Pt. Arthur   W. & G.
Brown, R. R.......Petitcodiac   ———
Brown, S..........Dauphin   ———
Brown, W. C.......Winnipeg   ———
Brown, W. E.......Winnipeg   ———
Brown, W. J.......Truro   ———
Brown, W. S.......Winnipeg   W.
Brown, W. S.......Cochrane   ———
Brown, W. W.......Pacific Div.   ———
Browne, P. F......Emerson   ———
Browne, W. W.....Kamloops   W.

Cooling, C. G.....Craik	W.	
Cooper, C......... ———	W.	
Cooper, E........Winnipeg	———	
Cooper, J. P. G....Pem-Capreol	———	
Cooper, G........Saskatoon	W.	
	1914-15 S.	
Cooper, W........Winnipeg	1914-15 S.	
Cooper, W. G. G...Pem-Capreol	———	
Coote, H. J......Humbolt	———	
Copeland, F. W...Campbellton	———	
Copp, N. J.......Lazard	———	
Copplestone, J....Brandon	———	
Coram, F........Moncton	K. in A.	
Corbett, H. K....Campbellton	W.	
Corbett, J. P......West River	———	
Corbin, Leon A..:.St. Leonards	———	
Corfield, A.......Saskatoon	———	
Corkery, J.......St. John	———	
Corkum, E. L.....Bridgewater	———	
Corkum, L. R....Bridgewater	B.C. de G.	
Cormier, A.......Moncton	———	
Cormier, A.......Moncton	———	
Cormier, C. D....Moncton	———	
Cormier, D. A....Moncton	———	
Cormier, E.......Moncton	———	
Cormier, J.......Moncton	———	
Cormier, J. D....Moncton	———	
Cormier, J. E....Moncton	———	
Cormier, J. W....Moncton	———	
Cormier, J. Z....Moncton	———	
Cormier, R. J....Moncton	———	
Cormier, M......Moncton	K. in A.	
Cornbin, J. A. E...St. Pierre	———	
Cornes, C........Winnipeg	———	
Cornell, H. S.....D'Arcy Pit	———	
Cosh, T. R.......Brandon	———	
Costigane, A. R...Calgary	———	
Cotching, W......Ft. Frances	———	
Cote, C.........Montfort Br.	———	
Cote, J. A.......New Glasgow	W.	
Cote, J. S. I......Mont. Joli	———	
Cote, M........Chambord Jct.	———	
Cotton, C. D.....Ottawa	———	
Couchman, E......Dis.1 W.Div.	———	
Couchy, C. A......Levis	G.	
Coull, G........Edmonton	———	
Couldwell, G......Pt. Mann	———	
Coulson, A.......Toronto	———	
Court, H. R......W. Lines	———	
Courtois, A......Joliette	———	
Couser, C. E......Winnipeg	W.	
Cousineau, J......Winnipeg	W.	
Coutts, J........Edmonton	———	
Coutts, N. H.....Hawks-Mont'l	K. in A.	
Coutts, J. S......Edmonton...	———	
Coutois, A.......Joliette	———	
Couture, G.......Bridge	———	
Couture, L.......Chaudiere	———	
Couture, W......Parent	———	
Cove, F. M......Moncton	———	
Cove, N. C......Truro	———	
Covert, P. C......Bridgewater	———	
Covert, T. H.....Deseronto	W. & G.	

Cowan, C........Dist. 2/3 C.D.	———	
Cowie, B. E.......South Devon	———	
Cowin, R. J......Cobourg	W.	
Cowley, A. T.....Pacific D.	———	
Cowley, W. D.....Winnipeg	———	
Cox, A.........Regina	———	
Cox, N.........Pem-Ottawa	———	
Coyne, L........Rainy River	W.	
Crackston, T. Jr...Winnipeg	———	
Cragg, S. J.......Toronto	———	
Craig, F. Y......Nordegg	———	
Craig, H. C......Ott.Pembroke	———	
Craig, J.........No. Battleford	W. & G.	
Craig, J. M......Transcona	———	
Craig, P.........Rainy River	W.	
Craig V.........Port Arthur	———	
Craig, W. H. P...Pacific D.	K. in A.	
Craig, W........W. Lines	———	
Craig, W. V......Pacific D.	———	
Craik, J. I.......Newcastle	W.	
Crandall, J. W....Moncton	K. in A.	
Cranston W. J....Pacific D.	———	
	W.	
Craven R. A......Kamsack { MM.& D.C.M.		
	1914-15 S.	
Crawford, E......Moncton	———	
Crawford, H...... ———		
Creaghan, T. C....Hudson B.Ter.	W.	
Creighton, L......Winnipeg	M.D.	
Cremes, J. W...... ———	———	
Cresswell, W......Toronto	———	
Cripps, H. C. Q...Calgary	K. in A.	
Cripps, W. J......Moncton	K. in A.	
Crisfield, C. H....Belleville	———	
Crittenden J. A...Mulgrave	W. and G.	
Crittenden, J. J...Mulgrave	G.	
Croarkin, M......Transcona	———	
Croasdale, C. B....New Glasgow	———	
Crocker, A. R....Newcastle	———	
Crocker, F. M....Campbellton	———	
Crombie, H. A....Rosedale	W.	
Crookston W.....Winnipeg	K. in A.	
Cross A. L.......Bridgewater	W.	
Cross G. W......Rainy River	W.	
Crossman A. B....Sudbury	———	
Crossman, A. B....Moncton	———	
Crossman, C. R...Moncton	———	
Crossman, C.....Moncton	———	
Crossman, H. V...Moncton	{ W. MM	
	C. de G.	
Crossman, J. M. H. Albert	———	
Crossman, R......Moncton	W.	
Crossman, W. S....Moncton	———	
Crosthwait, S.....Winnipeg	———	
Crouse, N. J......Lunenburg	———	
Crow, A. R......Winnipeg	———	
Crow, J. H.......Prince Albert	———	
Crowdy, R. A.....Halifax	———	
Crowe, E. McL....Truro	———	
Crowe, W. W.....Winnipeg	———	
Crowell. K. L.....Truro	———	
Crowther, C......Ft. William	W.	
Crowther, P. T....Levis	———	

Evans A. H.......Rainy River ———
Evans A. M......Rainy River ———
Evans C. W......Winnipeg ———
Evans G........Saskatoon W.
Evans, J........Westfort ———
Evans L.........W. Lines ———
Evans M........Toronto ———
Evans, W. A.....St. John M.M.
Evans W. J......Rainy River W.
Everett R....... ———
Evers F. C......Humbolt W.
MM &DCM
Ewan T. J.......Yarmouth ———
Exelby, R. T.....Cochrane ———
Eyden F. S......Winnipeg K. in A.
Eyres T.........Winnipeg ———

Fagan F........Winnipeg ———
Fahie, C.........Halifax ———
Fahy, W. J.......Chaudiere Jct. ———
Fairley, J.......Transcona W.
Farrel F........ ———
Farrell, J. W.....Halifax ———
Farrell W. J.....Neepawa ———
Farrar M........Winnipeg ———
Farrington P.....Winnipeg W.
Farrow J........ ———
Farquaharson, D...Transcona K. in A.
Farquharson P....Dist.2/3 C.D. ———
Fawcett R........ ———
Fawell, W. E.....Graham ———
Fay, J. F........Transcona ———
Fay S. R........Winnipeg ———
Fear E..........Toronto ———
Featherstone J. V. ———
Fee D. D........Winnipeg W.
Feener. J. K......Halifax ———
Feldkirchner R.G..Baudette ———
Felix J.......... ———
Fellows S........Winnipeg ———
Felmore H. W. F. Shellbrook ———
Fenety E........Dist.2/3 C.D. ———
Fenwick F. E.....Winnipeg ———
Ferguson, A. D....Moncton ———
Ferguson, D. J....Sydney ———
Ferguson, E. C....Moncton ———
Ferguson F......Calgary ———
Ferguson, F......Moncton ———
Ferguson, G......Sydney ———
Ferguson, J......Montreal ———
Ferguson, J......Moncton W. MM
Ferguson, J......Moncton ———
Ferguson, J......Transcona ———
Ferguson, J. W....Halifax ———
Ferguson P. C....Winnipeg ———
Ferguson, R......Cochrane ———
Ferguson W......Winnipeg ———
Fernie F........ ———
Ferrar M. D......Winnipeg ———
Ferris, J. A......St. John ———
Field A. R.......Kamloops ———
Fields, A. D......Truro ———
Fillmore, M. R....Stellarton W., 1914-15S

Filmore H. W. F..Shellbrook ———
Fife D. R ....Winnipeg —— ——
Finch F. J.......Winnipeg —— ——
Finlay, D. M......Transcona ———
Findlay, H. A.....Stellarton ———
Finlay J.........Toronto W.
Finlayson. H......Truro ———
Finn J. F........Minitonas ———
Finnigan G. E....Picton W. & G.
Finnemore C.....Winnipeg ———
Firhy H........Winnipeg ———
Firlotte, S. W.....Campbellton ———
Fiset, E. ....Rimouski ———
Fisher, C. E......Moncton ———
Fisher D........Dauphin W.
M.M.
Fisher, J. W......Halifax ———
Fisher, H. O......Maccan ———
Fisher, J. R......Halifax ———
Fisher J. S.......Winnipeg ———
Firkins J........Kamloops ———
Fitter F. J.......Winnipeg W.
Fitzgerald, T. G...Cochrane G.
Firzpatrick E. E...Roblin ———
Fitxzpatrick, P....Cochrane ———
Fitzsimmons G. E.Lunyruth ———
Fitzsimmons, Jos. Moncton ———
Flann E.........Boston Bar ———
Flann J. W...... ———
Flannery, J. H....Moncton ———
Flekke A........Boston Bar ———
Fletcher C. J. J...Winnipeg W.
M.M. & M.D.
Flett, F. P.......Campbellton ———
Florence D. Ri....Winnipeg ———
Flowers P. F.....Edmonton ———
Floyd, E. A......Moncton ———
Floyd, H. J......Halifax ———
Flynn S. T.......Edmonton W.
Fogarty, F. R.....Moncton ———
Foley, G. C......St. John W., 1914-15 S.
D.C.M.
Foley, H. B......Campbellton ———
Foley J. E.......McConnell ———
Foley, M. J......Riversdale ———
Foley W. J......Rainy River ———
Foley, W. P......St. John ———
Folkins, O. T.....Cochrane W.
Fontaine, P. E....Levis ———
Foot A. C........Winnipeg ———
Foote, C. L......Truro ———
Foster W........P. LaPrairie ———
Foran, M.. F.....Moncton ———
Forbes D. J......Edmonton ———
Forbes G........Pacific D. ———
Forbes I........Winnipeg ———
Forbes, J. W.....Moncton ———
Ford I.......... ———
Ford G.........Winnipeg ———
Ford, R. E.......Moncton W.
Foreman S.......Winnipeg W.
Forest, W. P......Moncton ———
Forgan D. R...... ———

Forrest H........Winnipeg	——		Freeman, P.......	——
Forresster C. C....Winnipeg	——		French, R. L......Ott-Pembroke	——
Forse, B. R......Moncton	——		French, S. T......Winnipeg	——
Forster A........Winnipeg	——		French E. W......Winnipeg	——
Fortier, H. O.....Halifax	——		French W........Winnipeg	——
Fortier, J. L......Chaudiere Jct.	——		Frenette E. J..... ——	G.
Fortin, L. J......Levis	——		Frenette W. E....Rainy River	——
Foster G........Winnipeg	——		Freistedt J.......Humbolt	——
Foster, G. A......Transcona	——		Freeze F. B......Kamsack	——
Foster H........Dauphin	——		Friars, R. W......Bridgeville	——
Foster, H. M.....Halifax	——		Friend W........Winnipeg	——
Foster H........Winnipeg	——		Fritze W........Limoilou	——
Foster, H. A.....Kamsack	——		Fry J.........Winnipeg	——
Foster, P. W.....Winnipeg	——		Fryer E.........	——
Foster, R.......Transcona	——		Fryer, E. D.......Transcona	——
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Foulger, E.......Rainy River	——		Fuller, A. E......Transcona	G.
Foulkes, D........Winnipeg	——		Fuller, C. J.......Transcona	W.
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Fowlis, J. McQ....Transcona	G.S.M.		Furze, W. R.......Moncton	——
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Fownes, A. D.....Moncton	——		Gaffil K.........Winnipeg	——
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Fraser, C........Stellarton	——		Gamache, L. J. R..Mont Joli	——
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Fraser, J. F......Moncton Div.	G.		Gardiner, G. W....Moncton	——
Fraser, M.......N. Battleford	——		Gardiner J........Regina	——
Fraser, S. C......Moncton	——		Gardiner, J. B.....Cochrane	——
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Garraway P.	Winnipeg	——
Gaskin, C. W.	Moncton	K. in A.
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Gavin W.	N. Battleford	——
Gazeley, G.	Truro	{ W. 1914-15S. D.C.M.
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Gehrke W.	Winnipeg	——
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Gentles A. S.	Halifax	——
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George T.	Chilliwack	——
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Gerangle F.	Pt. Arthur	——
Gere R. H.	Pacific D.	——
Gergen R. W.	——	
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Giguere J. A.	Big Valley	——
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Giles, R. S.	Truro	——
Gilker, J. L.	Campbellton	——
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Gillespie C.	Winnipeg	——
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Gillett A.	Winnipeg	——
Gillies A.	Winnipeg	——
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Gillingham F. S.	Winnipeg	W.
Gillingwater E. J.	Winnipeg	——
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Gillis, D. J.	Sydney	——
Gillis M. W.	James River	——
Gillis, W. A.	Charlottetown	——
Gillmor P.	Pr. Albert	M.S.M.
Gilmore D. C.	Winnipeg	M.D.
Gilmore R.	Winnipeg	——
Gilmour J.	Winnipeg	——
Gilmour, J.	Transcona	——
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Gilmour, K.	Moncton	——
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Gilruth H.	Toronto	——
Gingras, J. E. L. P.	Chaudiere Jct.	——
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Golightly J. O.	Brandon	——
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Goodman A. W.	Rosedale	——
Goodman, E. S.	Cochrane	——
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Horsman, C. E....Truro	{ W.	
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Howatt, H. M.....Charlottetown	———	
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Howse, A. E.......Brandon	W.	
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Hughes, G. B......Vancouver I.	———	
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Hull, C. W.......New Glasgow	———	
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Johnston, G. C. S..North Bay	———
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Johnston, R. St. John	———
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Johnston, R. W....Ft. William	———
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Jones, H. H......	Ft. Frances	——
Jones, H. W......	Winnipeg	——
Jones, J.........	Montreal	W.
Jones, J. A......	Ft. William	——
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Jones, J. F......	Truro	——
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Jones, J. H......	Toronto	W.
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Jordan, G. C.....	Toronto	——
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Joudray, A. L....	Moncton	——
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Joyce, C. F......	Winnipeg	W.
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Jupe, J..........	Toronto	W.
Kane, M. A......	Winnipeg	——
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Kavanagh, J.....	Winnipeg	——
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Keaney, J........	Rideau Jct.	——
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Kelley, G. D.....	Sydney	——
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Kendall, F. N....	Lucerne	——
Kennelly, D. D....	Westfort	W.
Kennedy, E. B....	Dist.4 CD	——
Kennedy, G......	Truro	K. in A.
Kennedy, G. A...	Moncton	——
Kennedy, G. H...	McCreary	——
Kennedy, G. T...	Camrose	——
Kennedy, H. J....	Mayfield	——
Kennedy, J......	Winnipeg	——
Kennedy, J. L....	Moncton	——
Kennedy, L......	Moncton	W.
Kennedy, M. J...	Edmonton	W.
Kennedy, R. C...	Calgary	——
Kenney, J. L.....	Moncton	——
Kenny, A........	Calidonia,N.S.	——
Kenny, R........	Winnipeg	——
Kenny, H. J......	Joliette	W.
Kenward, E......	Toronto	M.M.&M.D.
Keny, S.........	Brandon	——
Kerr, D.........	Long Lake	——
Kerr, G. D.	Chatham	——
Kerr, J.........	Winnipeg	——
Kervin, W. F.....	Moncton	——
Ketchum, E. J....	Toronto	——
Kettle, T. D.....	Transcona	W·
Kevier, W. B.....	Moncton	——
Key, W.........	2nd Prair. D.	M.M.
Keyes, A.St. V....	Toronto	——
Keys, H.........	Winnipeg	——
Keys, J. B.......	Winnipeg	——
Kidston, A. V....	Winnipeg	——
Kiely, J. J.......	South River	——
Kiersted, W. L...	Big Valley	{ W.
		{ M.D
Kift, E. F........	Toronto	——
Kilby, W. H	Winnipeg	——
Killam, C. E.....	Campbellton	D. of W.
Killam, W. B.....	Moncton	——
Killick, G. F.....	Cobourg	W. & G.
Kilsbey, W	Winnipeg	——
King, C.........	Pacific D.	——
King, C. G.......	Saskatoon	——
King, E.........	Dauphin	——
King, E.........	Saskatoon	——
King, F. B.......	Sackville	——
King, F. H.......	Transcona	——
King, G. K.......	Moncton	——

Name	Place	Notes
Lavoie, O.		——
Lavoie, L. P.	La Tuque	——
Law, L.	Winnipeg	W.
Lawford, J.		——
Lawless, J. L.	Sylvester	——
Lawlor, G. C.	Moncton	——
Lawlor, J. L.	Cochrane	——
Lawrence,	Pacific D.	——
Lawrence, M. E.	Mission	——
Lawrie, R. J.	Winnipeg	——
Lawson, G. W.	Hearst	——
Lawson, P. M. H.	St. John	1914-15 S.
Layton, F. B.	Truro	——
Lea, W. T.	Moncton	——
Leach, E.	Sydney	——
Leach, J. O.		K. in A.
Leach, S.	Winnipeg	——
Leach, W. H.	Winnipeg	——
Leach, W. J.	Toronto D.	——
Leadwell, F. C.	Graham	——
Lefrance, J.	Moncton	——
Leah, W. H.	Winnipeg	I.
Leaman, A. A.	Moncton	——
Leaman, L.	Moncton	——
Leaman, Edward	Moncton	——
Leaman, G. H	Moncton	K. in A.
Leaman, P. D.	Moncton	K. in A.
Leaman, W.	Moncton	——
Leaning, B.	Pacific D.	
Leaper, W. A.	Montreal	{ W. M.S.M.
Leash, P. O.	Pembroke	——
LeBel, J. S.	Edmundston	——
LeBlanc, A. F.	Moncton	——
LeBlanc, A. J.	Moncton	——
LeBlanc, A. J.	Moncton	——
LeBlanc, A. P.	Moncton	——
LeBlanc, A. P.	Moncton	——
LeBlanc, C. F.	Moncton	——
LeBlanc, E.	Moncton	——
LeBlanc, E. B.	Moncton	K. in A.
LeBlanc, E. T.	Moncton	——
LeBlanc, E. T.	Moncton	——
LeBlanc, F.	Moncton	——
LeBlanc, F. I.	Moncton	——
LeBlanc, F. R.	Moncton	——
LeBlanc, H.	Moncton	——
Leblanc, H. J.	Pt. Arthur	G.
LeBlanc, H. M.	Moncton	——
LeBlanc, J. A.	Moncton	——
LeBlanc, J. A.	Moncton	——
LeBlanc, J. A.	Campbellton	W.
LeBlanc, J. A.	Moncton	——
LeBlanc, J. A.	Moncton	——
LeBlanc, J. A.	Moncton	——
LeBlanc, J. A	Moncton	——
LeBlanc, J. C.	Moncton	——
LeBlanc, J. C. A.	Moncton	W.
LeBlanc, J. E.	Moncton	——
LeBlanc, J. E.	Moncton	——
LeBlanc, J. E.	Moncton	——
LeBlanc, J. E. E.	Moncton	——
LeBlanc, J. I.	Moncton	——
LeBlanc, J. N. S.	Moncton	——
LeBlanc, J. P.	Moncton	——
LeBlanc, J. S.	Moncton	——
LeBlanc, J. S. E.	Moncton	——
LeBlanc, N.	Moncton	——
LeBlanc, P.	Moncton	——
LeBlanc, P. A.	Campbellton	W.
LeBlanc, P. M.G.E.	Moncton	D.
LeBlanc, S.	Springhill, Jct.	——
LeBlanc, T. R.	Moncton	——
LeBlanc, Z.	Moncton	——
LeBrock, C. A.	Halifax	——
LeBrun, J.	Anderson	——
Lecko, P.	Winnipeg	——
Leclerc, E.	Emdundston	——
Leclerc, J. W.	Py. Sound	W.
Leclerc, J. A. C. A.	Riv. du Loup.	——
Lecuyer, J. M.	Transcona	——
Lecuyer, W.	Rainy River	——
Ledwell, T.	Souris	M.M.
Lee, A. H.	Hanna	——
Lee, R. E.		——
Leeming, G. W.	Winnipeg	——
LeFrance, J. E. C.	Parent	——
LeGallias, J. W.	Stanmore	——
Leger, C.	Moncton	——
Leger, E. J.	Moncton	——
Leger, F. J.	Moncton	——
Leger, J.	Newcastle	——
Leger, J. A.	Dalhousie	——
Leger, J. A.	Moncton	W.
Leger, J. A.	Moncton	——
Leger, J. A. B.	Moncton	——
Leger J. F.	Moncton	——
Leger, J. F. A.	Moncton	——
Leger, L.	Moncton	——
Leger, L. A.	Moncton	——
Leger, L. J.	Moncton	——
Leger, T. S.	Halifax	——
Legg, A.	Winnipeg	W.
Legg, F.	Brandon	——
Legge, A. H.	Winnipeg	——
Legge, G. S.		——
Leightizer, J. F.	Moncton	M.M.
Leighton, D.	Moncton	——
Leise, T.	Saskatoon	——
Leitch, S. L.	Winnipeg	——
Leitch, W.	Winnipeg	——
Leith, T. L.	Transcona	K. in A.
Lemauveil, R.	Edmonton	——
LeMesurier, G.		——
Lemieux, G.	Edmundston	——
LeMieux, J. A.		——
Lemieux,J.J.N.G.	Edmundston	——
Lemond, G.	Ste. Rosalie	——
LeMoine, J. D.	Quebec	——
Lemoreaux, B.		——
Lenard, S.	Capreol	——
Leon, D.	Kashbaw	——
Leonard, F. P.	Truro	——
Leonard, P.	Truro	W.
Lepage, J. A.	Campbellton	——
Leppard, C. R.	Kamsack	——

Lyons, H. A.......Trenton —

Mabell, H.........Winnipeg —
MacAuley, A......Edmonton { M.C. & D.C.M.
MacDonald, A..... — —
Macdonald, D. E.. — W.
MacDonald, F.....Rainy River { W. D.C.M.M.M. 1914-15S.
MacDonald, G....White Plains —
MacDonald, H. B. Dunsmore —
MacDonald, R.....Pt. Arthur W.
Mackasey, F. S....Moncton W.
MacKenzie, A. M. Prin e Albert —
MacKenzie, C.J.M.Saskatoon K. in A.
MacKenzie, D.....Winnipeg —
MacKenzie, M..... —
MacKenzie, W. J.. — W.
Mackie, J........Dauphin —
Mackie, R........Transcona M.
MacLachlan, J. G. Sud-P.A. —
MacLaren, G. P...East Lines —
McLaughlin, W....Dauphin —
MacLean, E. O....Toronto —
MacLeay, W. M...Hearst W. M.S.M.
MacLennan, D. M.Regina —
McLennan, K. B...Pacific D. K. in A.
MacLennan, R. A..Alsask W.
MacLeod, W. G....Brandon W.
MacMillanJ. R... — —
MacNab, R.......Toronto —
MacNamara, J. C.. —
MacNamara, G. A.Winnipeg W.
MacNaughton,A.F.Winnipeg { W. 1914-15 S.
Macpherson, A. R. Winnipeg M.M.
Macpherson, D. E.Vegreville —
Madden, M. J.....Cochrane —
Madden, T. H.....Transcona] —
Maddox, F. W.....Brandon —
Madill, H........Toronto —
Magee, C. H.....St. John —
Magee, J. J.......Winnipeg —
Magee, W. D.....Moncton —
Magor, H........Rosedale W.
Magro, L.........Transcona —
Maguire, E. E.....Humbolt —
Maguire, J. P.....P. LaPrairie W.
Mahoney, F. G....St. John —
Mahoney, J. P.....St. John K. in A.
Maillett, J.P.T.A. Moncton —
Mailly, J. A......Chaudiere Jct. —
Main, J..........Dauphin —
Main, J. R. K.....Cent. Dist. . —
Main, T. C.......Cent. Dist. { W. It. C. deG.
Mair, W.........Toronto —
Major, A. C......Ottawa K. in A.
Makin, J.........Rose Isle W.
Malcolm E. B.....Campbellton —
Malcolm, S. C.....Pacific Div. W.
Malcomber, W. B.. Campbellton —

Mallen, J.........Toronto —
Maller, H.........Prince Albert —
Mallett, A. E......Winnipeg —
Mallory, J. L......Toronto —
Malourin, J. U. A..Chaudiere Jct. —
Manchester, S.J.B. Dist.2/3 C.D —
Manette, J. G.....Dartmouth —
Mangiorette, A....Pt. Arthur —
Manley, A. E......Halifax W.
Mann, H.........Brandon —
Mann, P.........Brandon —
Mann, W.........Pacific Div. —
Manning, G. H....St. John K. in A.
Manning, R. C....Moncton D. of W.
Mansell, G. J......Pt. Arthur W.
Mansfield, P. B....Pt. Arthur —
Manson, E. D.....Vancouver —
Manson, H.......Winnipeg —
Manson, R.......Winnipeg —
Mantion, F. J..... —
Mantle, W........Joliette —
Manuel, J. G......Pacific Div. —
Margach, G. McK Edmonton —
Margach, J........Winnipeg —
Margey, J. J.......Rainy River W.
Marginson W.....Winnipeg M. D.
Mariarity, R......Halifax —
Marino J.........Winnipeg —
Mark W. C.......Rosedale W.
Marks, W. J......St. John —
Marlowe E. M....Saskatoon M.M.
Marlow F........Edmonton —
Marlowe G. C.....Toronto —
Maroney T....... —
Marquis, J........Riv. du Loup —
Marquis, J. E.....Riv. du Loup —
Marquis, J. L. A...Trois Pistoles —
Marquis, J. L. E...Riv, du Loup —
Marquis, P. J. A...Riv. du Loup —
Marr, C. B.......Truro W.
Marr G. S........Toronto —
Marreau J........Quebec —
Marsden W. E....2nd Prair. Div. —
Marsden H.......Toronto —
Marsden, E. F.....Winnipeg —
Marsh, A. H......Winnipeg —
Marsh, F. G......Winnipeg —
Marsh, J. W......Cochrane K. in A.
Marsh, T. G......Transcona W.
Marshall, A. H....Winnipeg —
Marshall, F......Winnipeg —
Marshall, J. N.....Transcona —
Marshall, J. T.....Humbolt —
Marshall, M. I.... Woodlawn —
Marshall, S.......Saskatoon —
Martin, A........St. John —
Martin, C. F......Halifax W.
Martin, E. C......Winnipeg —
Martyn, P. A......Winnipeg —
Martin, F........Edmundston —
Martin, J.........Winnipeg —
Martin, J.........Brandon —
Martin, T........Winnipeg —

Martin, W. J.......Edmundston   W.
Mason, F. A. .....   ————
Mason, H. T, R....Toronto   W.
Mason, J. ....Pacific Div.   ————
Mason, J. E.......Williams   ———
Mason. P. C......Halifax   ————
Masson, G. M.....Newcastle   W.
Massare, C........Winnipeg   ————
Massey, J........Dist.1 W.Div.   ————
Massicotte, L. P...Amos   ————
Matheney, H......Winnipeg   ————
Matheson, C. V....Transcona   ————
Matheson, D. W...Stellarton   ————
Matheson, F.....   ————   ————
Matheson, G.....   ————
Matheson, N. D...Sydney.   W. G.
Matheson, P. J....Toronto   M.D.1914-15 S.
Matheson, P. W...Truro   ————
Matheson, S. C....   ————   ————
Mathew, W. J.....Edmonton   W.
Mathews, E.......Yarmouth   ————
Matthews, F......Truro   ————
Mathews, R.......Humbolt   ————
Mathews, W. F....   ————   ————
Matson, L. W.....Moncton   W.
Matthews, A. H...Newcastle   ————
Matthews, E. C....Truro   ————
Matthews, G. A...Campbellton   K. in A.
Matuga, M.......Tranquille   ————
Mauchee, R. S....Pt. Arthur   ————
Mawson, R.......   ————   ————
Maxwell, D. J....Halifax   ————
Maxwell, J. G.....Transcona   ————
Maxwell, T......Moncton   ————
May, E. O........Rainy River   {   W.
                                {   1914-15 S.
May, J..........Winnipeg   ————
May, J..........   ————   ————
Mayhin, R.......Prince Albert   D.
Mayette, J.......Montreal   ————
Maynard, A. G....Halifax   ————
McAdam, J. J.....Sydney   ————
McAdie, N S.. ..Fairlight   ————
McAlder, R.......Halifax   ————
McAllen, F.......Ft. William   ————
McAmmond, J. W.Winnipeg   ————
McAndrew, J. W...Russell   M.B.K.
McAnn, A........Transcona   ————
McArthur, E. G...Edmonton   ————
McArthur, J......Winnipeg   W.
McArthur, J. A....Gilbert Plains   ————
McArthur, J. A....Transcona   ————
McArthur, R......Saskatoon   W.
McArthur, W. W...Moncton   ————
McAskill, D......Cochrane   ————
McAskill, D......Ft. William   ————
McAulcy, W. A....Winnipeg   ————
McBarritt, G. H...Moncton   ————
McBean, R. M....McGee   ————
McBeth, D.......Calgary   ————
McBriarty, R.....   ————   ————
McBride, P. L.....St. John   ————
McBride, R. L.....St. John   W.

McCalder, W. A...Charlottetown   ————
McCallum, D.....Winnipeg   ————
McCallum, G. E...Moncton   ————
McCallum, C. W...Moncton   K. in A.
McCallum, H. R...Saskatoon   ————
McCallum, J.....Winnipeg   ————
McCammon, L....Toronto   M. D.
McCarthy, C. J....Halifax   ————
McCarthy, G. W..Stellarton   ————
McCarthy, P. A...Lundar   ————
McCaul, J. G.....Toronto   ————
McCauley, R.....Winnipeg   ————
McCharles, R.....Moncton   ————
McClarty, J. M...Dauphin   ————
McClatchie, G.....Winnipeg   ————
McClaverty, W....Sydney   ————
McCleave, B.....   ————   K. in A.
McClintock, J.....Winnipeg   ————
McClure, T. D....Moncton   ————
McClure, I. G.....Moncton   ————
McClure, W. B...Winnipeg   ————
McCluckey, J.....   ————   ————
McClure, T. DeW. Moncton   W. M.M.
McCluskey, I. C...Napadogan   ————
McCluskey, L. C...Napadogan   ————
McCluskey, T.....Edmonton   ————
McColl, J. B......Winnipeg   ————
McCollum, J.....Capreol   ————
McCollum, T.....Moffats   ————
McComb, W. S....Transcona   ————
McConbrey, J. L...Pacific Div.   ————
McConnell, J.....Winnipeg   ————
McCorkindale, P...Humbolt   ————
McCormick, C.....Levis   ————
McCourt, R. J.....Winnipeg   ————
McCoy, C. A......Moncton   ————
McCourty, ...St. John   ————
McCray, E. McL...Newcastle   ————
McCrea, H. J.....Winnipeg   ————
McCreedy, A......Winnipeg   ————
McCuaig, R. J....Brandon   W.
McCubbin, R......Winnipeg   ————
McCulley, C. P....Pacific Div.   ————
McCully, G.......Transcona   ————
McCully, L. R.....Stellarton   ————
McCulloch, F.....Toronto   ————
McCulloch, H.....Payton   ————
McCulloch, J......Toronto   ————
McCulloch, J. P...Neepawa   {   W.
                                {   1914-15 S.
McCurdy, C. B....Edmonton   ————
McCurdy, J.......Dauphin   ————
McCurdy, L. B....Halifax   ————
McCurdy, R. J....Toronto   {   W.
                                     C. de G
McCurdy, W. M...Halifax   ————
McDaid, R.......Pt. Arthur   ————
McDairmid, H. W.New Glasgow   D. of W.
McDavid, J.......Moffats   ————
McDermid, A.....Winnipeg   ————
McDevitt, E. L....Parry Sound   ————
McDevitt, G. L...Moncton   ————
McDonald, A......Toronto   G.

McDonald, A......	Kamsack	———
McDonald, A......	Ft. William	———
McDonald, A.....	Craham	———
McDonald, A....	Transcona	———
McDonald, A.....	New Glasgow	———
McDonald, A. B..	Sydney	———
McDonald, A. C...	Moncton	———
McDonald, A. D...	New Glasgow	D. of W.
McDonald, A. R...	Stellarton	———
McDonald, A. S...	Stellarton	———
McDonald, A. T...	Halifax	———
McDonald, A. V...	Winnipeg	K. in A.
McDonald, A. X...	Sydney	———
McDonald, B. A..	Halifax	———
McDonald, C. L...	Stellarton	———
McDonald, D.....	Hunter River	———
McDonald, D. H...	Stellarton	———
McDonald, D. H...	Sydney	———
McDonald, E. W..	Stellarton	———
McDonald, G.....	Winnipeg	W.
McDonald, G. E...	Halifax	———
McDonald, G. G...	Halifax	———
McDonald, G. H..	Truro	———
McDonald, G. S...	Moncton	K. in A.
McDonald, G. W..	Moncton	———
McDonald, H. C...	Stellarton	K. in A.
McDonald, H. J...	Pacific D.	———
McDonald, I......	Pt. Arthur	———
McDonald, J.....	Transcona	W., K's.M.
McDonald, J.....	Stellarton	———
McDonald, J.....	Rainy River	W.
McDonald, J. A...	Sydney	D. of W.
McDonald, J. A...	New Glasgow	———
McDonald, J. A...	Halifax	———
McDonald, J. A...	Sydney	———
McDonald, J. A...	Stellarton	———
McDonald, J. C...	Halifax	———
McDonald, J. F...	Sydney	———
McDonald, J. H..	Moncton	———
McDonald, J. H..	Halifax	———
McDonald, J. H..	Moncton	———
McDonald, J. V...	Charlottetown	———
McDonald, L. A..	Pt. Arthur	———
McDonald, L. J...	Charlottetown	G.
McDonald, M.....	Cochrane	———
McDonald, M. A. J	Iona	———
McDonald, N.....	Graham	———
McDonald, P.....	Sydney	———
McDonald, R. F...	Longue Pte.	K. in A.
McDonald, R. R...	West Bay Road	———
McDonald, T. G. W	Halifax	———
McDonald, W.....	Edmonton	———
McDonald, W.....	Stellarton	———
McDonald, W. A..	Moncton	———
McDonald, W. H..	Moncton	———
McDonald, W. J...	Moncton	W. & G.
McDonnell, A.....	Kamloops	———
McDougald, C.....	Pacific D.	———
McDougall, A. D..	Stellarton	———
McDougall, D. A..	Stellarton	———
McDougall, E. E...	Loggieville	———
McDougall, G. A..	Moncton	K. in A.
McDougall, J.....	Ellerslie	———

McDougall, J. D...	Pictou	———
McDougall, M. J..	Pictou	———
McDougall, R. C...	Moncton	———
McDougall, R. j...	Toronto	———
McDougall, R.....	Pictou	———
McDougall, R. C..		———
McDougall, W. W.	Moncton	———
McDowell, J. A...	Transcona	———
McEachren, A. J...	Sydney	———
McEachern, A. P...	Charlottetown	———
McEachern, D. A..	Sydney	———
McEachren, L. B...	Mulgrave	———
McEachern, G. H..	Moncton	———
McEachern, V.....	Stellarton	K. in A.
McElroy, E. J.....	Winnipeg	———
McElroy, J. E.....	Kamloops	———
McEwan, G. M....	Winnipeg	———
McEwan, J........	Armstrong	———
McFadyen, L......	Winnipeg	———
McFarlane, B...: .	Dauphin	———
McFarlane, C. E...	Dauphin	———
McFarlane, D.....		———
McFarlane, J.....	Winnipeg	———
McFarlane, J. B...	Kingsclear	———
McFarlane, R. H...	Winnipeg	———
McFarlane, W.D...	Parry Sound	———
McFarlane, W. G..	Moncton	W.
McFee, C. H......	Winnipeg	K. in A.
McFeat, A........	Winnipeg	{ K. in A.
		{ M.M.
McGeachey, E.....	Winnipeg	———
McGee, G........	Toronto	———
McGeorge, A......	Winnipeg	———
McGill, H. G......	St. Laurent	———
McGillivray, D....	Truro	W.
McGillvary, D. A..	Sydney	———
McGinity, F. O...	Moncton	———
McGoughey, J. J..	Rock Falls	———
McGourty, W. J...	St. John	———
McGovern, A......	Toronto	W.
McGowan, J. T ...	St. John	1914-15 S.
McGrath, E. T...	Halifax	———
McGrath, H......	Winnipeg	———
McGrath, L. A...	Bridgewater	{ W.
		{ 1914-15 S.
McGrath, T. J....	Halifax	———
McGregor, J......	Halifax	———
McGregor, J. D...	Oxford	W.
McGregor, P. D...	Ft. William	W.
McGuigan, A......	Gravelbourg	———
McHenry, H......	No. Battleford	———
McIlroy, C. P.....	Camrose	———
McIlroy, D. A....	Winnipeg	———
McIntosh, A. A....	Winnipeg	———
McInnes, D.......	Sydney	———
McInnis, A.......	Sydney	———
McInnis, C. J.....	Moncton	———
McInnis, D. H....	Kamloops	———
McInnes, E.......	New Glasgow	———
McInnis, N. J.....	Sydney	———
Mcinnis, W.......	Rainy River	———
McIntosh, C. C....	Sydney	———
McIntosh, J. P....	Pictou	G.

Martin, W. G. H...Transcona ———
McIntosh, L......Truro W.
McIntyre, H. E....Moncton ———
McIsaac, H. D....Kamsack ———
McIsaac, J. S......New Glasgow ———
McIver, D.......Ft. William ———
McIver, D.......Lake Supr. ———
McIver, D.......Ft. William ———
McIver, J.........Winnipeg ———
McKaracher, F. S..Trenton D.
McKay, A........ ——— { W.
                              { 1914-15 S.
McKay, A. N.....Prince Albert ———
McKay, C. S.....Camora ———
McKay, D.......Winnipeg ———
McKay, G. A.....Stellarton ———
McKay, G. S......St. P. deMetis ———
McKay, J.........Graham ———
McKay, J. D......West River ———
McKay, J. E......Winnipeg ———
McKay, J. H......Edmonton ———
McKay, N. C.....Campbellton ———
McKay, S. M.....Charlottetown ———
McKay, T. R.....Stellarton ———
McKay, V. L......Dauphin ———
McKean, A........ ———
McKeand, S......Winnipeg ———
McKee, J.........Pt. Arthur { W.
                              { 1914-15 S.
McKee, W. A.....Moncton W.&G., S.S.
McKeever, J......Winnipeg ———
McKeigan, M.D.E Leitches Creek ———
McKellar, A......Grandview ———
McKenna, B......Charlottetown ———
McKenna, H. V...Halifax S. S.
McKenzie, A. D...Truro ———
McKenzie, A. J....Trenton M.
McKenzie, A. I....Grant ———
McKenzie, D.....Winnipeg ———
McKenzie, D.....Winnipeg ———
McKenzie, H......Dist. 2/3 CD ———
McKenzie, H. A...Charlottetown ———
McKenzie, J. F. ..Campbellton ———
McKenzie, J. J....Radville W.
McKenzie, J. J....Stellarton ———
McKenzie, LeRoy. Moncton W.
McKenzie, S. H. ..Boston Bar ———
McKenzie, V. A...Lucerne ———
McKenzie, W. C...Ft. William ———
McKenzie, W. C...Ft. William ———
McKenzie, W......Rainy River ———
McKenzie, W. A...Sudbury ———
McKenzie, W. F...Halifax ———
McKeon, A......Winnipeg ———
McKillop, D.....Pacific D. ———
McKim, ...Winnipeg W.
McKinney, J. E....Moncton { G 1914-15 S.
                              { W.M.
McKinnon, A. H...Charlottetown ———
McKinnon, C......Moncton W.
McKinnon, C. R...Moncton ———
McKinnon, D. A...Moncton ———
McKinnon, H.....Transcona ———

McKinnon, J. B...Truro { W. 1914-15 S
                              { M.M.
McKinnon, J. C...Sydney K. in A.
McKinnon, J. D...Moncton K. in A.
McKinnon, R.....Florence ———
McKinnon, W. H..Moncton ———
McKittrick, W....Winnipeg ———
McKnight, D .....Winnipeg ———
McKnight, W. A ..Capreol ———
McLagan, H......Saskatoon D.
McLagan, W. B....Saskatoon ———
McLai, D. K......Big Valley ———
McLaine, B. P.....Charlottetown ———
McLaren, S. R....Moncton ———
McLatchie, A.....Paddington ———
McLaughlin, J. R..Campbellton ———
McLaughlin, J. R. Charlottetown ———
McLaughlin, N. V.Edmonton W.
McLaughlin, V....Newcastle ———
McLaughlin, W. L.St. John ———
McLaren, C.......Moncton ———
McLarin, P. F.....Brandon ———
McLean, A.......Blue River ———
McLean, A.......Transcona ———
McLean, A. B.....Winnipeg ———
McLean, A. R.....Graham K. in A.
McLean, C. D.....Napadogan ———
McLean, G.......Winnipeg W.
McLean, G. D.....Ft. William M.C.M.
McLean, J. C.....Sydney ———
McLean, J. F.....Limoilou ———
McLean, J. T......Moncton ———
McLean, R.......Transcona ———
McLennan, C.....Pacific Div. K. in A.
McLellan, F. G...Moncton ———
McLellan, H......Kamsack ———
McLellan, J. A....South River ———
McLellan, S. A....Winnipeg W.
McLellan, T......Moncton ———
McLelland, R.....Neepawa ———
McLelland, T.....Low Bush ———
McLennan, A. D..Murray Harbour ———
McLennan, H. B...Winnipeg ———
McLennan, J. E... ———
McLennan, K.....Sydney ———
McLennan, O.....Regina ———
McLeod, A.......Lake Sup. D. W.
McLeod, A.......Graham ———
McLeod, A.......Sydney ———
McLeod, C.......Stellarton ———
McLeod, D. A.....Sydney ———
McLeod, F. W.....Moncton ———
McLeod, G.......Stellarton ———
McLeod, H.......Truro W.
McLeod, I. S......Westville ———
McLeod, J.......Pacific Div. ———
McLeod, J. K.....Winnipeg ———
McLeod, J. M.....Superior Div. W.
McLeod, J. M.....Ft. William ———
McLeod, J. P......SS. P.E.I. ———
McLeod, K.......Cochrane ———
McLeod, K. E.....Victoria ———
McLeod, L........Hanna ———

McLeod, M......Pt. Arthur	——	
McLeod, M......Stellarton	——	
McLeod, M. M...Cochrane	——	
McLeod, N......New Glasgow	——	
McLeod, N. A.....Stellarton	——	
McLeod, R.......Winnipeg	——	
McLeod, S.......Dauphin	W.	
McLeod, T.......Pt. Arthur	——	
McLeod, W.......Winnipeg	W.	
McLeod, W. D....Truro	——	
McLeod, W. H....Calgary	——	
McLeod, W. O.....N. Battleford	——	
McMann, L.......Borden	——	
McManus, E. J...St. John	——	
McMarron, W.....Edmonton	——	
McMaster, T. A...Winnipeg	——	
McMath, J.......Kamloops	——	
McMichael, R. L...Belmont	——	
McMillan, A......Brandon	{ W. M.M.	
McMillan, A. D. ..Beaudette	W.	
McMillan, D......Stellarton	——	
McMillan, F......Winnipeg	——	
McMillan, G. N...Winnipeg	——	
McMillan, H......Stellarton	——	
McMillan, M. J...Halifax	——	
McMillan, R......Transcona	W.	
McMillan, W. H...Truro	K. in A.	
McMorran, J......Winnipeg	W.	
McMullin, B. R...Halifax	W. 1914-15 S.	
McMullin, D......Sydney	——	
McMurray, L. W..Winnipeg	W.	
McMurray, R. A...Newcastle	K. in A.	
McMurray, W. T..Winniepg	——	
McNab, G. C.....Ft. William	——	
McNabb, J. E.....Dauphin	W.	
McNab, J. S......Winnipeg	——	
McNabb, R. C....Calgary	{ W. M. D.	
McNabb, R. J.....Dauphin	——	
McNair, K. F.....Edmonton	——	
McNally, G....... ——	——	
McNally, J. W....Borden	——	
McNamara, G. A..Winnipeg	W.	
McNaughton, D...Winnipeg	——	
McNaughton, J. A.Winnipeg	——	
McNaughton, J. A.Campbellton	——	
McNaughton, M. .Transcona	——	
McNeal, G. S.....Moncton	——	
McNeil, A.......Stellarton	——	
McNeill, C.......Youngstown	W.	
McNeil, H. A.....Sydney	——	
McNeil,H. A.....Moncton	——	
McNeil, H. M.....Maple Grove	——	
McNeil, J.......Halifax	——	
McNeil, J........Sydney	——	
McNeill, J. A.....Ottawa	——	
McNeil, J. A.....West Lines..	{ W. M.M.	
McNeil, J. D.....Sydney	——	
McNeil, N. L.....Moncton	——	
McNeil, S........Sydney	——	

McNeill, W. L.....Tranquille	——	
McNevin, C. W....Moncton	——	
McNevin, P. W....Charlottetown	D.C.M.	
McNinton, L. K...Moncton	——	
McNintch, R. E...Moncton	——	
McNutt, J. A.....St. John	——	
McNutt, W.......Truro	W.	
McPhail, J........Dauphin	——	
MacPhail, J. E. N.Stellarton	——	
McPhee, D.......Sydney	W.	
McPhee, M.......Vancouver	——	
McPherson, A. R. .Winnipeg	——	
McPherson, A. R. .Halifax	W.	
McPherson, H. A..Stellarton	——	
McPherson, J. A...Westville	——	
McPherson, J.H.F.Pt. Tupper	——	
McPherson, R.....West Lines	——	
McPherson, W.....Winnipeg	——	
McPherson, W.....Rose Isle	W.	
McPherson, W. W.Bridgewaterr	——	
McPike, E........Transcona	W.	
McQuarrie, J......Moncton	——	
McQueston, G.....Winnipeg	——	
McQuieston, R....Winnipeg	——	
McQueen, M......Charlottetown	——	
McQueen, N. P....Sydney	G.	
McRae, D. McL...Ft. William	——	
McRae, D. R......Hanna	M.M.	
McRae, G. D......New Glasgow	——	
McRae, G. T......Campbellton	K. in A.	
McRitchie, J. A...Sydney	W.	
McRoberts, A.....Vermillion	W.	
McRoberts, C.....Winnipeg	——	
McSkimmings, J.A.Winnipeg	——	
McSwain, M. J....Cochrane	——	
McSween, A... ....Sydney	D.	
McSween, A. F....Sydney	W.	
McSweeney, D. A..Halifax	——	
McTaggart, J. R. .Gibson	G.	
McTavish, P. A....Sydney	——	
McVarish, D......Truro	——	
McVay, J........Winnipeg	——	
McWhirter, D. L.. Moncton	W.	
McWilliams, J. M.. ——	——	
Meade, E. W......Transcona	——	
Meade, W. B......Campbellton	——	
Meagher, E. M....Halifax	——	
Meagher, W. N....Mulgrave	W.	
Meahan, J. M.....Bathurst	——	
Melanson, A......Moncton	——	
Melanson, O. V...Sav. & Kamloops——		
Melanson, J. A....Moncton	——	
Melanson, J. A....Moncton	——	
Melanson, J. A. S..Moncton	——	
Melkonian, J. M...Saskatchewan	——	
Mellick, A........Brandon	——	
Mellish, G. T.....Moncton	——	
Mellish, J. M......Moncton	——	
Membery, M. H...Toronto	——	
Menard, J. E. A...Doucet	——	
Meneilly, J.......Transcona	W.	
Menpes, C........Toronto	{ W. M.C.& M.D

Morneau, J. A. E..	Fitzpatrick	——
Morphet, J......	Pt. Arthur	W.
Moriarity, R.....	Halifax	——
Morin, C. H......	Truro	——
Morin, J. A......	Edmundston	——
Morin, J. A. W....	Moncton	——
Morris, B.........	McGivney's	W.
Morris, J. H......	Winnipeg	W.
		1914-15 S.
Morris, V.........	Winnipeg	——
Morrison, A. K....	Halifax	W.
		W.
Morrison, A. McI..	Pacific Div.	{ M.C.,D.CM
		M.D.
Morrison, C.......	Winnipeg	1914-15 S.
Morrison, D......	Saskatoon	——
Morrison, E. G....	Rainy River	{ W.
		{ 1914-15 S.
Morrison, F. H....	Winnipeg	——
Morrison, H. K....	Toronto	——
Morrison, J......	Lake Sup.Div	——
Morrison, J......	Ft. William	——
Morrison, J. F....	Winnipeg	——
Morrison, J. M...	Sydney	——
Morrison, P......	Kamsack	W.
Morrison, W. L....	——	
Morrison, W. M...	Trenton	——
Morrissette,J.L.G..	Routhierville	——
Morse, J. T......	N. Battleford	——
Morse, R. C......	Moncton	W.
Mortel, H........	Joliette	W.
Mortham, J. W....	Transcona	——
Morton, G.......	Winnipeg	——
Morton, R........	Englefield	——
Morton, T. E.....	Hornepayne	——
Mosher, L. R.....	Cochrane	——
Mosher, W. P.....	St. John	——
Mott, B. C......	Humbolt	——
		{ W.
Mowatt, A........	Winnipeg	{ M.M. & B.
		{ 1914-15 S.
Mowat, D........	Winnipeg	{ W.
		{ D.C.M.
Mowatt, J........	Winnipeg	——
Mowatt, J. J.....	Truro	——
Mowatt, W.......	Winnipeg	{ W., M.M. &
		{ 1914-15 S.
Mowbray, W. J....	Moncton	——
Muir, E. E.......	Edmonton	——
Muirhead, T......	Muir	——
Mulholland, F. D..	Pacific Div.	——
Mulligan, B......	Cochrane	——
Mullina, H.......	Winnipeg	——
Mullins, F. J.....	Moncton	——
Mullis, W. J......	Pacific Div.	——
Mulock, T. A.....	Bridgewater	——
Mulroney, J......	Moncton	——
Mumford, R......	Transcona	——
Munns, B........	Trenton	——
Munro, H........	Transcona	——
Munro, J. M.....	Moncton	——
Munro, W. B.....	Campbellton	——
Munshaw, W. M...	Toronto	——

Munsie, W. F.....	Truro	——
Murdin, J........	Prince Albert	W.
Murdoch, R......	Winnipeg	——
Murphy, A. A.....	Campbellton	——
Murphy, D. O....	Halifax	——
Murphy, J........	Saskatoon	——
Murphy, J........	Transcona	——
Murphy, J. B.....	Pacific Div.	——
Murphy, J. F.....	Halifax	——
Murphy, J. W.....	Edmonton	{ W.
		{ M.M.
Murphy, L. P.....	Vernon	——
Murphy, T. J.....	Winnipeg	——
Murphy, W.......	Transcona	——
Murray, A........	Cochrane	——
Murray, A. J.....	Newcastle	——
Murray, C. L.....	Baudette	——
Murray, C. H....	Toronto	——
Murray, C. R.....	New Glasgow	——
Murray, D........	Transcona	——
Murray D. R.....	New Glasgow	M.S.M.
Murray, F........	Moncton	W. & G.
Murray, H........	Winnipeg	W.
Murray, H........	Truro	D.
Murray, H. W.....	——	
Murray, J. B.....	Springhill Jct.	——
Murray W. A.....	Sydney	——
Murray, W. J.....	Moncton	——
Murrell, J. N.....	Toronto	——
Myers, A.........	St. John	D. of W.
Myers, D. W.....	Radville	K. in A.
Myers, P. L......	Moncton	M.B.K.
Naigle, M........	Moncton	——
Nairne, C........	Terence	——
Naish, H. R......	——	——
Napier, P........	——	W.
Napier, W........	Transcona	W.
Naven, E. V......	Winnipeg	W.
Neale, H. G......	Toronto	——
Nearing, J.......	Sydney	——
Neary, A. V......	Winnipeg	——
Neate, F. O......	——	
Neil, A..........	Pacific D.	K. in A.
Neil, A..........	Winnipeg	W.
Neil, R..........	Winnipeg	——
Neill, D. J.......	Pacific D.	——
Neilson, A. E.....	Moncton	S.S.
Neilson, H. K.....	——	——
Neitz, W........	Yarmouth	——
Nelson, A. B.....	Winnipeg	——
Nelsen, E. M.....	Duluth	——
Nelson, J........	Wawanesa	——
Nelson, L........	Wawanesa	——
Nesbitt, F. W....	——	——
Nestar, A........	Transcona	——
Nevin, T.........	Winnipeg	W.
Nevin, W........	On line	——
New, C. G.......	1st D. WD.	{ W.
		{ 1914-15 S.
New, R..........	Lovat	——
Newcombe, J. A..	Halifax	——
Newman, A. E....	Sydney	——

Newton, W........Westfort —
Newton, W........Truro —
Niblett, A......... ——— { W.
{ 1914-15 S.
Nickerson, C. O....Moncton ———
Nickerson, J. W...Moncton W. & G.
Nichol, D. R.....Moncton ———
Nichol, J. D......Radville W.
Nicholas, C......St. John ———
Nichols, L........Rainy River ———
Nicholson, H. H..Charlottetown ———
Nicholson, H. M..Sydney ———
Nicholson, J......Brandon ———
Nicholson, J. D....N. Battleford ———
Nicholson, V.....Belleville ———
Nicholson, W.....Winnipeg ———
Nicholson, W.....Winnipeg ———
Nickerson, J. E...Moncton ———
Nickle, J........Winnipeg ———
Nicoll, A........Winnipeg ———
Nicoll, F. W. M...Halifax W.
Nicol, J.........Dauphin 1914-15 S.
Nicolson, J. S.....Brandon M. D.
Nightingale, B.....Winnipeg W.
Nightingale, J. W..Toronto ———
Nimmo, J. V.....Pacific D. ———
Nisbett, A. V.....Winnipeg G.
Noddin, C.......Halifax ———
Noddin, W.......Moncton ———
Nolan, J.........Winnipeg ———
Nolan, J. P.......Winnipeg ———
Nolin, G. E......Rainy River ———
Nolin, J. W. O.....Chaudiere Jct. ———
Norris, P. H......W. Lines ———
North, G. A......Winnipeg W.
North, W. E......Graham ———
Northcote, W.....Winnipeg W.
Norton, J........Sydney ———
Norton, J. C......Montreal ———
Norton, L. C......Sydney W.
Norwood, D......Edmonton ———
Nuttall, E........Winnipeg W.
Nutter, L........Saskatoon ———
Nye, C..........Toronto { K. in A.
{ M. in D.

Oakley, W. H.....Winnipeg ———
Oakes, F. L......Halifax ———
Obriele, W.......Winnipeg ———
O'Brien, F. W....Moncton ———
O'Brien, G. C....St. John 1914-15 S.
O'Brien, H. H.....Transcona ———
O'Brien, J. E.....Rainy River W.
O'Brien, M. G....Halifax ———
O'Connell, C. A...Chaudiere Jct. ———
O'Connell, J......Campbellton ———
O'Connell, W.....Edmonton W.
O'Connell, W.....Atikokan ———
O'Connor, F. H....Toronto ———
O'Connor, J......Mission ———
O,Connor,J. F....Mission ———
O'Dell, H. L.....St. John ———
O'Donnell, S. R...Winnipeg ———

Oestreich, G......Duluth ———
O'Farrell, M......Fort William ———
Ogden, J. E......Humbolt ———
O'Hara, F. J......Springhill Jct. ———
O'Hara, J. P......Moncton ———
Oldale, T. J......Westfort G.
Olds, A..........Winnipeg ———
O'Leary, C. B.....North Bay W.
Oliphant, J. H.....Ft. William ———
Oliphant, J. K.....Ft. William { W.
{ M. in D.
Oliver, J. G......Dalmeny ———
Oliver, J.........Prince Albert ———
Oliver, H. J. V.....Pt. Tupper ———
Oliver. L. M,.....Pacific D. K. in A.
Oliver, R. R...... ———
Oliver, W. E..... ———
O'Loghlin, W. E...Toronto ———
Olsen, H. P......Winnipeg W.
Olson, O. R......Wininpeg ———
O'Malley, W. A....Winnipeg ———
O'Neill, C........Moncton ———
O'Neill, J........Toronto ———
O'Neill, J. A......Kamloops W.
O'Neill, J. A......Bridge ———
O'Neill, L. C......Winnipeg ———
O'Neill, M. D.....Ottawa ———
O'Neill, S........Toronto ———
Orcini, F......... ———
Orde, F. H.......Winnipeg K. in A.
Omerod, F........Winnipeg ———
Ormsby, J. F......Hawks-Mtl ———
Ormsby, W. R. G. K Ottawa ———
O'Rourke, J......Winnipeg ———
Orr, A..........Winnipeg ———
Orr, P. J.........Moncton ———
Orser, L.........Toronto ———
Orton, H........Toronto ———
Orton, K. J......Raith ———
Osborne, W......Prince Albert W.
Oscroft, E........ ———
Ostrander, N.....Winnipeg K. in A.
O'Sullivan, W. P...St. John ———
O'Toole, T. L.....Halifax ———
O'Toole, W. E.....Halifax W.
Otto, A..........Graham ———
Otto, C. A.......Winnipeg ———
Otto, J..........Ft. William ———
Otto, J. H. C.....Roseisle ———
Ouellette, E......Amqui ———
Ouellett, E.......Edmundston ———
Ouel'et, F. O......Truro ———
Ouellet, J. H......Riv. du Loup { M.M. &
{ 1914-15 S.
Ouellett, J. N. A. L.Riv. du Loup ———
Ouellet, W. J......Cochrane ———
Oulster, G. D.....Winnipeg R. O. St. A.
Oulton, H. D......Moncton ———
Owers, W........Winnipeg ———
Oxburgh, C. H.....Edmonton ———
Oxley, E.......... ———
Oxner, W........Halifax ———
Ozeransky, W..... ——— ———

Pace, W. G........Pacific D.	—
Padlowski, S......	—
Page, A..........Winnipeg	W.
Page, G..........Moncton	—
Paget, J..........Rainy River	W.
	M.M.
Painter, H........Toronto	—
Paisley, J. L......South Devon	—
Palin, B. J........Calgary	—
Palmer, F. A......Humbolt	W.
	D.C.M.
Palmer, G. H......Edmonton	—
Palmer, H. A......	—
Palmer, H. R. B...Bedford	W.
Palmer, J. R......,.Capreol	G.
Panting, A........Winnipeg	W.
Papillion, N.......Limoilou	—
Papps, V. J.......	—
Paquin, J. A......Montmagny	—
Paquin, J. H......Calgary	—
Paradice, G. F.....Winnipeg	W.
Paradise, C.......Winnipeg	—
Parcells, C. E.....Transcona	—
Parenteau, M......Rainy River	—
Park, G..........Saskatoon	—
Park, J..........Capreol	W.
Park, P. M.......Leaside	—
Parker, L. F......	—
Parkhill, W. J.....Halifax	—
Parkinson, J......Sydney	—
Parkinson, J. A....Moncton	K. in A.
Parkinson, T......Brandon	K. in A.
Parks, G.........Pt. Arthur	—
Parks, J. G.......Toronto	W.
Parks, J. H.......Tor-Ottawa	—
Parlee, C. E......St. John	—
Parlee, F........Edmonton	W.
Parr, C. B.......	—
Parrott, H........Edmonton	—
Parson, C........Saskatoon	—
Parsons, F. C.....Winnipeg	—
Parsons, R.......Winnipeg	—
Parsons, W.......N. Battleford	W.
Parton, J. G......Winnipeg	—
Passmore, F......Saskatoon	—
Pasmore, F. J.....Dauphin	—
Patenaude, A......Rockland	—
Paterson, D. A....Winnipeg	—
Paterson, J.......Winnipeg	—
Paterson, R.......Winnipeg	—
Paterson, W.......Winnipeg	W.
Patrick, A........Winnipeg	W.
Patriquin, J. G....Edmonton	—
Patterson, D......	W.
Patterson, F. L....Ft. Rouge	—
Patterson, G. A....Moncton	K. in A.
Patterson, G. H....New Gladgow	—
Patterson, J.......Winnipeg	—
Paterson, J.......Calgary	—
Patterson, J. A....Belleville	—
Patterson, J. B....Stellarton	—
Patterson, J. M....	—
Patterson, R......Winnipeg	W.

Patterson, S. L....	—
Pattison, J. M.....Boston Bar	—
Pattison, W. W....Edmonton	—
Paul, P. C........Capreol	—
Paulowich, G......Winnipeg	—
Pawlisohn, F......Winnipeg	—
Pawson, H. G.....Trenton	—
Pawson, N........Pt. Arthur	K. in A.
Paxton, J. G......Winnipeg	—
Payeur, J. A......Graham	—
Paylor, G........Kamsack	—
Payne, A. D......Pacific D.	—
Payne, A. E......Transcona	—
Payne, H........Pacific D.	—
Payne, J.........Kamsack	—
Payne,J. H.......Campbellton	K. in A.
Payne, P. C.......Toronto	—
Payne, L.........Kamsack	—
Peacock, W.......Regina	—
Peake, C. A.......Moncton	—
Pearce, C....... :..Winnipeg	—
Pearce, L. M......Big Valley	W.
Pearson, C. D.....Stellarton	—
Pearson, H. W....Transcona	—
Pearson, J. F. P...,Moncton	—
Pearston, G.......Winnipeg	—
Peat, F..........Winnipeg	—
Pebbles, L........Halifax	—
Peckham, A. H....Halifax	—
Peck, H. W.......Carsdale	—
Pederson, C. J....Rainy River	W.
Pederson, J.......Erickson	K. in A.
Pedrick, H........Transcona	W. & G.
Peel, G. N.......Pacific D.	—
Peever, A........Rideau Jct.	—
Pegge, A.........Pt. Mann	—
Pelham, E........Halifax	—
Pelissier, G. W....Winnipeg	W.
Pelkey, A........St. John	—
Pell, G..........Pacific D.	—
Pellerin, E.......Edmundston	—
Pellerin, J. A.....Moncton	—
Pelletier, J. A. J...Ottawa	—
Pelletier, J. O.....Riv. du Loup	—
Pelletier, M. J. P. A.Levis	—
Penfold, J........Transcona	—
Penfold, T.......	—
Pennington, W. C. Transcona	K. in A.
Penny, E.........Winnipeg	—
Penny, J.........Winnipeg	—
Penney, R........Graham	—
Penny, R. A......Ft. Francis	—
Penston, W. R....Winnipeg	W.
Pentrie, G........Brandon	—
Peperill, W.......	—
Percival, H. B.....Toronto	—
Perkin, B.........Winnipeg	W.
	1914-15 S.
Perkins, G. F.....Moncton	—
Perkins, G. G......Pacific D.	—
Perley, G. W. H...New Glasgow	W.
Perrault, E. J.....Dauphin	—
Perrault, W.......Oak Point	—

Perrier, J. C.......Transcona	———	
Perron, J........Saguenay D.	———	
Perry, A.........Halifax	M.M.	
Perry, A. F. W....Kamsack	———	
Perry, C. S.......Pt. Arthur	———	
Perry, J.........Edmonton	———	
Perry, J. W......Big Valley	W.	
Perry, O. J.......Pt. Arthur	———	
Person, E........Graham	W.	
Peters, C........Dist. 2/3 CD	———	
Peters, C. C......Winnipeg	W.	
Peters, W. D......Winnipeg	W.	
Peterson, C. H....Moncton	———	
Peterson, G. L....Winnipeg	———	
Petite, J........North Sydney	———	
Petrie, G........Winnipeg	{ W.	
	{ M.M.	
Petrie, W........Edmonton	———	
Pettett, W.......Transcona	———	
Pettigrew, W.....Transcona	———	
Petten, E........Sydney	W.	
Pettipas, M. W....Bayfield Road	———	
Pfeil, H. H.......Cochrane	———	
Phare, G.........Dauphin	D. of W.	
Pheasant, W. C....Saskatchewan	———	
Philion, A........Capreol	———	
Philion, L.......Prince Albert	———	
Philion, W. O.....Prince Albert	W.	
Phillips, H. J......Rainy River	———	
Phillips, J.......Winnipeg	———	
Phillips, J. E.....Sandy Lake	———	
Phillips, F.......Grand View	———	
Phillips, H. J......Toronto	———	
Phillips, I........Winnipeg	———	
Phillip, T........Moncton	———	
Philo, C. P.......Regina	{ W.	
	{ 1914-15 S.	
Phinney, F. H.....Truro		
Phinney. C. A......Moncton	———	
Piche, J. L.......Campbellton	M.	
Piche, R.........Fitzpatrick	———	
Pickles, F........Moncton	———	
Pickup, G. W.....Halifax	———	
Pico, J..........Wiseton	———	
Pidgeon, T.......Winnipeg	———	
Pierson, J. H......Graham	———	
Pinchin, J. H......Rosedale	———	
Pineo, R. M......Halifax	W.	
Pink, A. J........Winnipeg	———	
Pink, H. W.......Winnipeg	———	
Pinkney, W. L.....Toronto	———	
Pinnette, J. R.....	———	
Pinnock, C.......Toronto	———	
Pithart, I........Brandon	———	
Piton, E.........Levis	———	
Pitts, C. M.......Halifax	———	
Playfoot, S.......Marshall	———	
Plouffe, E........Pt. Arthur	———	
Plouffe, T........Pt. Arthur	———	
Plourde, J. E......Riv. du Loup	———	
Plourde, L. J. N...Chaudiere Jct.	———	
Plunkett, E. J.....Winnipeg	———	
Poaps, R. S.......Winnipeg	W.	

Pockett, G. W.....Rainy River	W.	
Pockett, J........Dauphin	———	
Pockett, R. A.....Dauphin	———	
Point, H. M......Halifax	———	
Poirier, J. A.......Joliette	———	
Poirier, J. A......Mont Joli	W.	
Poirier, J. E......Transcona	W.	
Poirier, J. P.......Campbellton	K. in A.	
Poirier, J. T......Moncton	———	
Polhamus, T......Rosedale	———	
Polleys, E. H......Moncton	K. in A.	
Polson, H. G......Transcona	———	
Polyblank, K. G...Pt. Arthur	———	
Pond, J. A........Edmundston	———	
Ponomarenke, W...Hanna	{ W.	
	{ St. G. Cr.	
Poole, A. E.......Toronto	M.M.	
Poole, G. C.......St. John	———	
Poole, W. R......Sydney	———	
Pooley, W........Ft. William	———	
Pope, R. C.......Brandon	M.M.	
Popham, A. M.....Toronto	———	
Popham, A. E.....Toronto	M.M.	
Porter, G.........Lucerne	———	
Porter, W. J......Hanna	M.M.	
Porter, W. V......Springhill Jct	———	
Porteous, R. M....Regina	K. in A.	
Portloch, F. G.....Pt. Arthur	———	
Portman, H. G....P. LaPrairie	M.M.	
Portyer, J........Youngstown	———	
Potter, P.........Winnipeg	{ W.	
	{ M. in D.	
Potticary, H. M...Montreal	———	
Potts, A. O.......Winnipeg	———	
Potvin, E........Sterling	———	
Potvin, J. A......Riv. du Loup	———	
Potvin, R........Parent	———	
Poucher, L. R.....Winnipeg	———	
Pouliot, J. A. A....Parent	———	
Pouliot, J. E......St. Malachie	———	
Powell-Jones, W.J..Pacific D.	———	
Powell, L. C......Painsec Jct.	———	
Powell, O. E......Moncton	———	
Power, F. O.......Moncton	———	
Power, G. E.......Moncton	G.	
Power, G. H......Halifax	———	
Power, G. W......Moncton	D. of W	
Power, H.........Moncton	———	
Power, H. E.......Moncton	———	
Power, J. F.......Campbellton	———	
Power, L.........Calgary	———	
Power, M.........Quebec	———	
Power, M. J......Charlottetown	W.	
Power, S. W......Halifax	———	
Power, W.........Moncton	———	
Power, W. E. S....Moncton	M.M.	
Pratt, G. A.......Campbellton	K. in A.	
Prentice, W.......	———	
Pressling, J.......Emerson Jct.	W.	
Preston, C. G.....Pacific D.	———	
Preston, J........Humbolt	———	
Prevost, E........Rawdon	———	
Price, D..........Halifax	———	

Price, E..........Edmundston	—
Price, E. L.......Moncton	—
Price, F. G.......	—
Price, H. J.......Winnipeg	W.
Price, L. E.......Winnipeg	W.
Price, W. B......Moncton	—
Price, W. E......Moncton	—
Price, W. G......Moncton	—
Priest, S.........Edmonton	—
Primrose, H. P...	—
Prinn, P. A.......Winnipeg	—
Pring, F. G.......Hanna	—
Prior, H..........Brandon	—
Prior, P. G........	—
Pritchard, C. G...	—
Probert, A........Truro	G.
Probert, J. T......Halifax	K. in A.
Proctor, B. P.....Winnipeg	—
Profit, J. C.......Pictou	—
Pronovost, J. O....Montreal D.	—
Prosser, R. E......New Glasgow	—.
Proteau, J. H.....Kamloops	—
Proud, G. J.......Kamsack	—
Proudfoot, D. G...	—
Proulx, J.........Joliette	—
Prout, E..........Winnipeg	—
Prowse, J. E......Calgary	—
Pryor, J. H.......Warroad	—
Publicover, W. P...Halifax	—
Pullar, J..........Moncton	—
Pumphrey, F. A...Pacific D.	—
Puner, A..........	—
Purcell, H. J......Halifax	—
Purser, J.........Transcona	—
Purser, W. R......Transcona	—
Purslow, W. H.....Winnipeg	—
Purvis, C. E.......Stellarton	—
Purvis, I. A.......Toronto	—
Purvis, J. R.......Pacific D.	—
Purvis, W. L......	—
Pyatt, P..........Westfort	K. in A. & MM
Pyrah, J. W.......Transcona	—
Quail, T..........Transcona	—
Quealy, O. H......Winnipeg	—
Quiggin, D........Winnipeg	{ W.
	{ M.M.
Quince, E.........Winnipeg	—
Quinn, E. G.......Campbellton	—
Race, J...........Rainy River	—
Racine, J. A.......Edmundston	—
Radford, R. A.....Dist. 4 C.D.	—
Rae, M...........Toronto	—
Rafter, C. J. H....Edmonton	W.
Rafter, W.........Windsor, Jct.	W.
Ragan, B..........Big Valley	—
Ragotte, E........Winnipeg	—
Ragotte, G........Winnipeg	—
Rainville, A.......Rainy River	W.
Ramsay, J. A......W. Lines	—
Ramsay, J. F......Roblin	W .
Ramsay, P. G.....Edmonton	—

Rand, C. F.......Winnipeg	—
Rand, C. W.......Moncton	W.
Randall, B. C.....Moncton	—
Randall, E........Moncton	K. in A.
Rankine, D........Transcona	M.
Rankin, W. E.....Ft. William	—
Ranson, R........Walachin	W. & G.
Ransted, F........Prince Albert	—
Ralston, W. A.....Edmundston	—
Rassboro, F.......Rainy River	—
Ratcliffe, F. M....Transcona	—
Rathwell, L. G. F. Graham	—
Rattray, A........Hillier	{ W.
	{ M.M.
Rattray, J. P......Dist. 2/3 CD	—
Raven, R. F.......Transcona	W., G. & S.S.
Raven, W. F.......Transcona	—
Rawding, T.......Moncton	—
Rawlings, J. V.....Toronto	—
Raymond, C......Toronto	W.
Raymond, S. J....Trenton	—
Raymour, K......Pacific D.	—
Rea, C. A.........Winnipeg	—
Read, C. G.......Moncton	—
Read, V. C.......Toronto	—
Read, W. W......Toronto	—
Reading, A. L.....Pacific D.	—
Redgrave, W......Pt. Arthur	W.
Redmond, R......Halifax	W.
Redwood, S. C.....Edmonton	—
Reed, A. H.......Winnipeg	—
Rees, T...........Winnipeg	W.
Rees, W. J........	—
Reeve, A..........Toronto	M.B.K.
Reeves, W........Toronto	—
Regan, J..........Edmonton	W.
Reid, A...........Fairfax	W.
Reid, G. C........Yorkton	M.M.
Reid, G. E........Sup. Div.	—
Reid, H...........Edmonton	W.
Reid, J...........Winnipeg	W.
Reid, J. A.........Dauphin	—
Reid, L. C........Saskatoon	—
Reid, R. B........Moncton Dist.	—
Reid, W..........Sup. Div.	—
Reid, W. W. Winnipeg	—
Reidy, J. P.......Winnipeg	{ W.
	{ 1914-15S
Reilly, A. J.......Moncton	W.
Reilly, V. L.......Lucerne	—
Rennick, J. B.....Winnipeg	—
Rennels, A. J.....Halifax	—
Rennels, M. J.....Grant	—
Rennie, W........Winnipeg	1914-15-S.
Renton, P.........Moncton	—
Renton, W. A.....Moncton	—
Revell, J. T.......Charlottetown	M.M.
Reynolds, G......Winnipeg	—
Rhodes, H.......Moncton	1914-15S.
Rheinhart, I. E....Dauphin	—
Rialland, J........Winnipeg	—
Rice, L. H........Rosedale	—
Rice, J. F. A......Transcona	—

Richard, A. ......Moncton	——	
Richard, A........Moncton	——	
Richard, C........Moncton	——	
Richard, C. J......Big Valley	——	
Richard, F........Tyrone	W.	
Richard, F. F....Moncton	——	
Richard, J. D.....Moncton	——	
Richard, W........Moncton	——	
Richards, C. H....N. Battleford	——	
Richards, J. T....Rosedale	——	
Richards, T......Rosedale	——	
Richardson, C. A..Moncton	——	
Richardson, D....Parent	——	
Richardson, F. H..Toronto	——	
Richardson, G....Dauphin	——	
Richardson, R.....Sydenham	——	
Richardson, R. S...Ft. William	W.	
Richmond, A......Rainy River	W.	
Rickard, C. J......Winnipeg	——	
Ricketts, W. A. L..Edmonton	——	
Ridington, J......Battleford	——	
Riddell, S. C......Toronto	{ W.	
	M.M.	
Riddick, J........L. St.John	——	
Riddiford, A. W...Todmorden	——	
Rideout, C. M....Edmundston	——	
Riehl, J. H.......Dauphin	W.	
Riley, F.........Moncton	——	
Riley, M.........Quebec	——	
Rimmer, T. J......Winnipeg	W.	
Rimmington, J. C. Winnipeg	——	
Rink, A..........Winnipeg	——	
Rioux, J. G. P.....Mont Joli	——	
Ripley, F. R......Halifax	——	
Risbey, T. E......Transcona	——	
Rispin, J.........Edmonton	{ W.	
	1914-15 S.	
Ritchie, A........Winnipeg	W.	
Ritchie, G. J......Moncton	——	
Ritson, T.........Winnipeg	——	
Rivard, A........Drummondville	——	
Rivers, W. E......Vancouver	——	
Rivest, G.........Limoilou	——	
Rix, C. S.........Transcona	——	
Robb, S..........Winnipeg	W.	
Robb, W. G......Ft. Frances	——	
Robert, J. A. T....Joliette	——	
Roberts, G. A.....Calgary	——	
Roberts, G. H.....Winnipeg	——	
Roberts, G. M....Transcona	——	
Roberts, H........Transcona	——	
Roberts, H. E.....Dist. 1 CD	——	
Roberts, J........Rosedale	——	
Roberts, J........Transcona	W.	
Roberts, J. H.....Ft. William	——	
Roberts, J. L.....Montreal	——	
Roberts, S........Halifax	——	
Roberts, T........Transcona	D.	
Roberts, W. H....Transcona	——	
Robertson, A. N...Ft. Frances	——	
Robertson, A......Winnipeg	——	
Robertson, C. R...Transcona	W.	
Robertson, F. G...Halifax	W.	

Robertson, G......Toronto	——	
Robertson, G......Toronto	W.	
Robertson, H. G...Winnipeg	——	
Robertson, J. B....Charlottetown	——	
Robertson, R. B...Winnipeg	——	
Robichaud, N......Moncton	——	
Robillard, C. E....Joliette	W.	
Robin, O.........Dingle	——	
Robindaine, S.....Joliette	——	
Robidoux, M. J. P. E.Moncton	——	
Robinson, F.......P. LaPrairie	——	
Robinson, G. R....Moncton	——	
Robinson, G. T....Toronto	——	
Robinson, H. M...Pt. Arthur	——	
Robinson, H. P....Graham	D. of W.	
Robinson, J.......Saskatoon	{ W.	
	1914-15 S.	
Robinson, J. B.....St. John	——	
Robinson, W......Pt. Arthur	K. in A.	
Roblin, A. T......Cochrane	——	
Robson, W........Winnipeg	{ W.	
	1914-15 S.	
Roche, H. E.......Halifax	——	
Roche, J. L.......Cochrane	——	
Rochefort, J. A. A..Levis	——	
Rochester, H. C...Vancouver	——	
Rochette, H......Joliette	——	
Roddy, T.........Winnipeg	——	
Rodgers, J........Winnipeg	W.	
Rodgers, R. St.C..Moncton	——	
Rogers, A. R......Rainy River	W.	
Rogers, A. W......Brandon	W.	
Rogers, H. E. A....Pt. Arthur	W.	
Rogers, H. P......Winnipeg	——	
Rogers, J. J.......Maivene	W.	
Rogers, P.........Pt. Arthur	——	
Rogers, R. R......Winnipeg	W.	
Rogers, W........	——	
Rolfe, J. D.......Halifax	G.	
Roilland, J........	——	
Rolland, T. M.....Winnipeg	——	
Romans, W. F.....Halifax	D.	
Rondorf, R........Transcona	——	
Rorke, D. R......Raith	——	
Rose, B. D........Winnipeg	——	
Rose, H..........Pacific D.	——	
Rosling, C........Neepawa Jct.	——	
Ross, A..........Winnipeg	——	
Ross, A. G........Toronto	——	
Ross, B. D........Winnipeg	——	
Ross, D. E........Vancouver	——	
Ross, D. N........Stellarton	W.	
Ross, F...........St. John	——	
Ross, G..........Rainy River	W.	
Ross, G. E........P. LaPrairie	——	
Ross, J. J........Moncton	K. in A.	
Ross, W. J........	——	
Ross, W. S........	——	
Ross, W. W.......Mulgrave	W.	
Rowe, A. J.......Toronto	——	
Rowe, C. H.......Moncton	——	
Rowe, F. H.......Moncton	——	

Rowland, W. C....N. Battleford { W. '
{ 1914-15 S.
Rowley, J. C......North Bay ———
Rowley, R. C......Pt. Arthur ———
Roy, A..........Forsythe ———
Roy, A. W.......Stellarton ———
Roy, J..........Winnipeg ———
Roy, J. A. L......Bridge ———
Roy, J. C........Diamond Jct. ———
Roy, J. P. E......Moncton ———
Roy, L. A........Parent ———
Roy, R. H.......Stellarton. ———
Roxburgh, W. H..Lloydminster ———
Rudland, R. .....Halifax W.
Rudman, W. S....Saskatoon ———
Rue, T. F.....:..Winnipeg ———
Runions, A.......Cochrane M.
Rush, H. B....... ———
Rushby, D........No. Battleford W.
Rushton, I. W....Halifax ———
Russell, A. T. G...St. John ———
Russell, D. S.....St. John ———
Russell, F........No. Battleford ———
Russell, E. S...... ———
Russell, F. J......Calgary ———
Russell, M. F....Newcastle ———
Russell, W. A.....Steep Rock ———
Russell, W. K....Transcona ———
Rutherford, J. M..Truro ———
Rutherford, S.....Winnipeg ———
Rutland, W. W....Toronto W.
Ryan, G.........Moncton ———
Ryan, T. C.......Napadogen ———
Ryan, T. E.......Hillsport ———
Ryan, W. J. F.....Cochrane ———
Ryland, J. E......Dist. 2/3 CD ———
Ryrie, E.........North Bay ———
Ryan, G.........Transcona D.

Sadler, S.........Toronto ———
Salisbury, W. A...N. Battleford ———
Salmon, J. F.....Moncton ———
Salmon, T.......Brandon ———
Saltiel, J......... ———
Salvason, P......Winnipeg ———
Salvatore, D. M... ———
Salvatore, E......Winnipeg ———
Samson, H. C.....Campbellton ———
Samson, J. O.....Levis ———
Samuel, S. H.....Montreal ———
Sanchagrin, J. E..Natagan ———
Sandbect, H. M...Williams W. & G.
Sanders, G. P.....Saskatoon W.
Sanderson, G. G...Graham ———
Sanderson, H......Toronto ———
Sanderson, J. E....Winnipeg 1914-15 S.
Sanderson, V. K...Morell ———
Sandmoen, T. O...Rainy River ———
Sandola, T.......Winnipeg ———
Sands, R. E......Moncton ———
Sargeant, D....... ———
Sargent, H.......Birds Hill ———
Sargent, H. G.....Truro ———

Sargent, L. W.....Rosedale ———
Sark, J. J........Moncton ———
Satterthwaite, W...Beulak ———
Saull, L. J.......Westfort ———
Saunders, F. L.....Amherst ———
Savage, B. A...... ———
Savage, F. E......Humbolt ———
Savage, R........St. Boniface M.M.
1914-15 S.
Savage, P........Fort William ———
Savoie, H........Moncton M.M.
Savoie, J. E......Moncton ———
Sawrie, J........Transcona ———
Sawyer, W. H..... ———
Scarth, H. L......Winnipeg 1914-15 S
Scales, W........Winnipeg ———
Scallion, H.......Halifax ———
Scannell, J. G.....Westfort ———
Sceli, G. W.......Winnipeg ———
Scheid, S. P......Hanna ———
Schofield, A. C.....Winnipeg K. in A.
Schofield, S......Winnipeg W.
Schram, H. A.....Ft. William ———
Schreiber, C...... ———
Schwieger, H......Edmonton ———
Scotford, L. H....Winnipeg ———
Scotford, W. E....Ft. Rouge ———
Scott, A. J.......Brandon ———
Scott, C. M.......Winnipeg ———
Scott, D.........Pacific D. ———
Scott, D. C.......Winnipeg ———
Scott, D. J. C.....Winnipeg ———
Scott, F.........Somerset W.
Scott, F. B.......Sackville K. in A.
Scott, F. W.......Edmonton ———
Scott, G.........Winnipeg ———
Scott, J.........Saskatoon ———
Scott, M. F.......Transcona ———
Scott, R. C.......Winnipeg ———
Scott, T. L.......Mulgrave ———
Scott, W.........Toronto ———
Scott, W. J. C.....Winnipeg ———
Scott, W. W......Moncton ———
Scriberras, P......Transcona ———
Sculland, M. F....Capreol ———
Scurr, F. M.......Moncton W.
Scurr, W. R.......Moncton D. of W.
Seager, E. C......Edmonton ———
Seal, C. R.......Saskatoon W.
Seaman, S. R......Moncton ———
Sears, J. L.......Moncton ———
Searle, J. J.......Truro W.
Searles, D. A......Rosedale ———
Seath, A. F.......Prince Albert { W.
{ 1914-15 S.
Sebinak, N.......Winnipeg ———
Seeley, G. F......Moncton ———
Segouin, P.......Fisher ———
Sellicks, H. J...... ———
Sergeantson, R. L..Toronto ———
Servais, A. J......Pt. Arthur ———
Sevigny, J. O.....Levieux ———
Sevri, M.........Redditt ———

Sewell, G. F......Pt. Arthur — ———
Sewell, J. C......Moncton — ———
Seymour, P......Belmont — ———
Shales, A. J......Winnipeg — ———
Shand, E. A. L....Dauphin { W. M.C.

Shannon, J......Transcona — ———
Shannon, J. S.....Campbellton M.M.
Shannon, M. P....Campbellton — ———
Sharp, D........Winnipeg — ———
Sharp, J........Winnipeg W.
Sharpe, V........ — ———
Shave, G......Winnipeg W.
Shaw, B. B......Radville W.
Shaw, C. J......No. Regina W.
Shaw, J......Brandon — ———
Shaw, R........Truro { — ———
Shea, G. D......Truro W.
Shea, H. W......Saskatoon { 1914-15 S.
Shears, W......Winnipeg — ———
Sheffiels, B......Pacific D. — ———
Sheldon, G......Graham — ———
Shelly, A. G...... — ———
Shells, A........Winnipeg — ———
Shenton, H. F. J...Glenavon — ———
Shepherd, J......Toronto — ———
Shepherd, T......Pt. Arthur — ———
Shepherd, W. J....Winnipeg W.
Sheppart, P......Beulak — ———
Sherrett, S. V.....Winnipeg — ———
Sherrett, Y. P.....Pacific D. — ———
Shiels, H. H......Rainy River W.
Shields, J........ — ———
Shields, R........Winnipeg K. in A.
Shields, R. A......Ft. William W.
Shillabeer, L. R.... — ——— W.
Shirley, C. H......Moncton — ———
Short, W. J......St. John 1914-15 S.
Shultz, A. W......Pictou W., 1914-15 S.
Shypriet, N...... — ———
Siddle, F. J......Dauphin — ———
Siden, H........Regina W.
Sigouin, P......Spirit Lake — ———
Silverthorn, H. F...Edmonton — ———
Sin, A........Winnipeg — ———
Sincox, J. E......Wanwanesa — ———
Simms, G......Dauphin — ———
Simms, R. L......Halifax W.
Simon, P. M. G....Toronto — ———
Simmons, A. E....Halifax — ———
Simonson, A. C....Campbellton — ———
Simonds, C. B.....Pacific D. — ———
Simpson, A. E.....Edmonton — ———
Simpson, A. P.....St. John — ———
Simpson, C......Lucerne — ———
Simpson, C......Winnipeg — ———
Simpson, G. H.....St. John W., 1914-15 S.
Simpson, H......Edmonton — ———
Simpson, R. W....Stellarton — ———
Simpson, S......Transcona W.
Simpson, W......Toronto — ———
Simpson, W. J.....Toronto — ———
Sies, C. W......Hanna M.M.

Sinclair, D. H.....Toronto { W. 1914-15 S
Sinclair, J. S......Winnipeg W.
Sinclair, T......Rosedale — ———
Sinoneau, J. A.....Levis — ———
Skelhorn, T......Graham — ———
Skidmore, S. E....Stellarton K. in A.
Skidmore, W......Winnipeg — ———
Skilski, J. E......Sprague — ———
Skinner, C. W.....Dauphin — ———
Skinner, F......Winnipeg — ———
Skirrow, H. G.....Toronto — ———
Skinner, F. G.....Winnipeg — ———
Skinner, J. W.....Dauphin W.
Skinner, W......Joliette W.
Skohood, A......Maidstone — ———
Skolrood, L......Maidstone — ———
Slack, C......Amherst W.
Slack, J. K......Truro — ———
Slack, R......Athol — ———
Slack, R......Dauphin — ———
Slade, H. A......Truro D. of W.
Slidders, J. S......Winnipeg — ———
Sliter, G........Brandon — ———
Sloan, C. W......Toronto — ———
Sloan, H. M......Radville — ———
Sloat, C. B......Transcona — ———
Smedley, N. F.....Winnipeg — ———
Smellie, A......Toronto — ———
Small, C. W......Toronto — ———
Small, J......Moncton — ———
Smith, A......Cochrane — ———
Smith, A. G......Ft. Frances W.
Smith, A......Brandon — ———
Smith, A. E......Saskatoon — ———
Smith, A. B......Toronto W.
Smith, A. D......Pictou K. in A.
Smith, A. J......Rainy River K. in A.
Smith, A. P......Rainy River — ———
Smith, C. A......Amherst W.
Smith, C. A......Portage — ———
Smith, C. A......Moncton — ———
Smith, C. C......Nappan W.
Smith, D......Pacific D. W.
Smith, D. A......Moncton — ———
Smith, E......Toronto — ———
Smith, E. M......Capreol — ———
Smith, F......Winnipeg — ———
Smith, F. G......Emerson Jct. — ———
Smith, G. F......Toronto M.M.
Smith, G......Pt. Arthur — ———
Smith, G. H...... — ——— K. in A.
Smith, G. R...... — ———
Smith, H......Pacific D. — ———
Smith, H. E. B....Moncton — ———
Smith, H. G. L....Sud.P.Arthur K. in A.
Smith, H. E......Ft. William { W. M. in D.
Smith, H. L......Moncton — ———
Smith, H. M......Sydney — ———
Smith, H. M......Campbellton — ———
Smith, J......Westfort — ———
Smith, J......Stellarton — ———

Smith, J. R......		———
Smith, L. E......Dauphin		———
Smith, J. P........Charlottetown		———
Smith, J. T......Sydney		———
Smith, R........Cochrane		———
Smith, R........Humbolt		———
Smith, R. A......Moncton		———
Smith, R. E......Mulgrave	K. in A.	
Smith, R. H....Capreol		———
Smith, R. S......Dauphin	W.	
Smith, S........Pacific D.		———
Smith, S. G......Toronto		———
Smith, T........Winnipeg		———
Smith, T. B......Transcona		———
Smith, W.......		———
Smith, W........Kamsack	1914-15 S.	
Smith, W. D......St. John	W., 1914-15 S.	
Smith, W. S......Winnipeg		———
Smyth, L. P......Port Mann		———
Snafe, J. B......Pacific D.		———
Snarr, A. W......Moncton	G. 1914-15 S.	
Sneddon, J......Winnipeg		———
Snell, L.........Winnipeg		———
Sniveley, S. C....Toronto		———
Snodgrass, J. L....Moncton		———
Snow, R. N......N. Battleford		———
Snyder, W. E......Moncton		———
Soderberg, P......Edmonton		———
Somers, T. R......Toronto		———
Somerville J. L....Transcona	W,	
Sommerville, C....Brandon	W.	
Soper, S. H......Transcona		———
Sopick, M........Galilee	W.	
Soucy, A.........Edmundston		———
Spacone, M......Winnipeg		———
Spaetgens, C. R....Kamsack		———
Spaetgens, H......Kamsack	W.	
Spahr, J. E.......Graham	D. of W.	
Spargo, A........Beulah		———
Spence, A.......Transcona	W.	
Spence, E. R......Truro		———
Spence, H. J......Toronto	W.	
Spence, H. A......Ottawa		———
Spence, H. S......Toronto		———
Spence, R........Winnipeg		———
Spencer, W. R......Cochrane	M.S.M.	
Speight, J. E......St. John		———
Speitfore, S......Mordegg		———
Spooncer, A......Saskatoon		———
Sprague, C. M.....Marlbank	{ M·M. { W.1914-15 S.	
Sprague, F. A......Pacific D.		———
Spratt, H........Kindersley D.	W.	
Sprickerhoff, H....Cochrane		———
Springer, R......Yellowhead Pass		———
Spurgeon, E. W....W. Lines		———
St. Clair Pike H.E.Smith Falls		———
Stacey, G. V......N. Battleford	W.	
Stacey, H........N. Battleford		———
Stalker, E. L......Parry Sound	W.	
Standish, W. J....Regina		———
Stanley, W. S......Prince Albert	K. in A.	
Stanners, G. M....Winnipeg		———

Stapleton, A... ..Brandon	W. 1914-15 S.	
State, A. F......Moncton		———
Steadman, E. C....Joliette		———
Stebbing, E......Dist. 2/3 CD		———
Steele, G........Winnipeg		———
Steel, G. S......Winnipeg		———
Steeves, A. W....Moncton		———
Steeves, B. J......Moncton		———
Steeves, C. G.....Moncton		———
Steeves, D........Moncton		———
Steeves, D. E.....Moncton		———
Steeves, F......Moncton		———
Steeves, F. A. R...Moncton	W.	
Steeves, J. E......Moncton		———
Steeves, S. A......Moncton		———
Steeves, W........Moncton		———
Steeves, W. A......Moncton		———
Steeves, W. A......Moncton		———
Steeves, W. H......Moncton		———
Stenning, F......Calgary		———
Stentiford, B......Charlottetown		———
Stephen, W........Transcona	D.	
Stephenson, G. D..Winnipeg		———
Stephenson, W.....Pt. Arthur	W.	
Sterling, S. L......Winnipeg		———
Steven, J. H. A..... ———	W. & G.	
Steven, P. O .D...Moncton	W.	
Stevens, C.......Moncton		———
Stevens, D. H.....Halifax		———
Stevens, D. P. V...Pacific Div.	K. in A.	
Stevens, G. W.....Halifax	D. of W.	
Stevens, M. H.....Toronto	W.	
Stevenson, A. F....Rosedale		———
Stevenson, L......Toronto		———
Stewart, H. R.....Transcona		———
Stewart, H. R.....Transcona		———
Stewart, J........Mission	K. in A.	
Stewart, K........Cochrane		———
Stewart, R. R.....Graham		———
Stewart, M......Ft. William		———
Stewart, R........Halifax		———
Stewart, R........Truro		———
Stewart, R. F......Graham		———
Stewart, W........Winnipeg		———
Stewart, W. H.....St. John		———
Stidston, J........Winnipeg		———
Stiles, B. S........Moncton		———
Stillwell, F........Cobourg		———
Stimpson, C.......Winnipeg		———
Stirling, W........Winnipeg	{ W. { 1914-15 S.	
Stirat, J. R........Codova		———
Stirret, C. P......Pacific Div.		———
Stitt, C. M.......Fort William	W.	
St.Laurent, J. O...Chaudiere		———
St. Onge, J. E.....Holliday		———
St. Onge, J. L.....Riv. du Loup	W. G.	
Stobart, J. E......Edmonton		———
Stock, B. R.......Kamsack		———
Stockall, G. F.....Halifax	D. of W.	
Stockwell, F....... ———		———
Stockall, T........Halifax	M.	
Stokes, A. C.......Moncton	W.	

Theobald, P. T....Joliette ———
Theobald, B......Joliette. S.S.
Therriault, J. O.N. Riv. du Loup ———
Thibault, C.......Edmundston ———
Thibeault, C. H....Levis ———
Thibault, W......Mont Joli ———
Thibeault, D......Limoilou { W.
1914-15 S.
Thibeault, G......Joliette ———
Thibodeau, B......Moncton ———
Thiverge, J. D....Bridge ———
Thom, D........Oak Curn ———
Thomas, A. C....Stellarton ———
Thomas, E.......Winnipeg ———
Thomas, E. C.....Transcona ———
Thomas, R.......Winnipeg ———
Thomas, T. P.....Shellmouth ———
Thomas, W. J.....Halifax ———
Thomson, A.......Sibbald W.
Thompson, A......Joliette ———
Thompson, A......Winnipeg ———
Thompson, A. A...Moncton ———
Thompson, A. S....Saskatoon M.M.
Thompson,A.W.D. Halifax ———
Thompson, C......Winnipeg ———
Thompson, C. L...Dauphin ———
Thompson, E. A...Moncton ———
Thompson, F. L...St. Catherines ———
Thompson, G. S...Truro ———
Thompson, G. H...Zealandia ———
Thompson, G. S...St. John ———
Thompson, J......Transcona ———
Thompson, J. E....Rosedale ———
Thompson, J. E...Moncton ———
Thompson, R......Winnipeg ———
Thompson, R......Moncton ———
Thompson, V......Napanee ———
Thompson, W.....Brandon ———
Thompson, W.....Halifax ———
Thompson, W. B...Stellarton ———
Thompson, W. H..Deseronto ———
Thompson, W. J...Radville { W.
M.M.
Thompson, W. J...Winnipeg ———
Thornber, F......Edmonton ———
Thornton, H......Toronto ———
Thornwaite, A. H..Oxford Jct. D. of W.
Thornwaldson, W..Brandon K. in A.
Thurrott, H. A....Moncton ———
Thurlbeck, J. H....Winnipeg W.
Tidd, C. B.......Brandon ———
Tienrock, O......Winnipeg ———
Tiffin, M. D......2nd D. P.Div. ———
Tigh, F. J........Ottawa K. in A.
Tilley, T. H......Pacific Div. ———
Timins, D. J...... ———
Tingley, S. K......Stellarton D.
Tipton, H........Halifax ———
Tobin, F. M......Halifax ———
Tod, P.........Winnipeg ———
Todd, W.........Transcona ———
Tomes, J.........Winnipeg ———
Tompkins, P......Truro ———

Tony, G.........Cisco W.
Tooke, A. A......Halifax ———
Tope, J. A.......Campbellton D.
Torrie, A.......Pt. Arthur ———
Tough, J.........Winnipeg ———
Tough, W........Winnipeg ———
Tourdin, T.......Dauphin ———
Toutant, G.......Tarrien ———
Tovare, L. A......Pacific Div... ———
Towner, C.......Bridge ———
Townsend, G. M...New Glasgow ———
Townsend, H. J....Truro ———
Townshend, J. E...Halifax ———
Toye, E. D.......Toronto ———
Tracey, Y. B......Richmond Hill M.M. & B.
Trafford, G. H....Pacific Div. ———
Trainer, F.......Winnipeg W.
Traill, A. D......Big River K. in A.
{ M.M.
Traise, C. T......Halifax ———
Traise, F. B......Halifax D.
Travers, J. J......Halifax ———
Tree, L. E........Winnipeg M.M.
Treilhard, S. B....St. Boniface W.
Trelford, A. R....Munson ———
Tremble, F.......Moncton ———
Trempe, R.......Joliette. ———
Tremroth, G...... ———
Trepanier, J. V....Campbellton ———
Treslove, W......Fort William ———
Trew, J.........Dauphin ———
Trickett, G. J.....Saskatoon ———
Trider, A. W......Halifax ———
Trider, H. A......Moncton Dist. K. in A.
Trimble, W. H....Winnipeg ———
Trimmings, E.....Rosedale ———
Trisch, H. J......Westfort ———
Trites, F. H......Moncton ———
Trites, J. E......Moncton ———
Trites, M. R......Moncton ———
Trites, C. A......Moncton ———
Trites, L. W......Moncton ———
Trites, R.........Winnipeg ———
Trites, W. H......Moncton ———
Tropp, J......... ———
Trotter, J. R. N...Bridge ———
Trueman, H. G....Moncton ———
Trueman, R. J....Moncton ———
Tulianello, A...... ———
Turgeon, W......St.Maurice Div. ———
Turgeon, J. B.....Moncton ———
Turgeon, W......Bridge ———
Turnbull, J.......Winnipeg ———
Turner, A. W......Winnipeg ———
Turner, A. McI....Winnipeg W.
Turner, C. E......Campbellton D. of W.
Turner, D. D......Winnipeg ———
Turner, G. E......Moncton ———
Turner, S........Campbellton ———
Turner, W........Pacific Div. ———
Turner, W........N. Battleford ———
Turner, W. J......Rainy River ———
Tustin, T.........Drummer ———